

State Route 2 Freeway Terminus Improvement Project

(0.5 Miles South of Branden Street to I-5/SR-2 Interchange)

Los Angeles County, California

07-LA-02

Post Miles 13.5/15.2

EA 205500 (Project Code: 070000333)

Initial Study [with Mitigated Negative Declaration]/Environmental Assessment [with Finding of No Significant Impact]



Prepared by the
California Department of Transportation
and the
Los Angeles County Metropolitan Transportation Authority

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by the Department under its assumption of responsibility pursuant to 23 United States Code 327.



October 2010

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SCH # 2009051086
07- LA-02
Post Miles 13.5/15.2
EA 205500
(Project Code: 070000333)

STATE ROUTE 2 FREEWAY TERMINUS IMPROVEMENT PROJECT

Modify the Southern Terminus of State Route 2 from
Branden Street to Oak Glen Place in Los Angeles County, California

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project are being, or have been, carried out by the California Department of Transportation under its assumption of responsibility pursuant to 23 United States Code 327

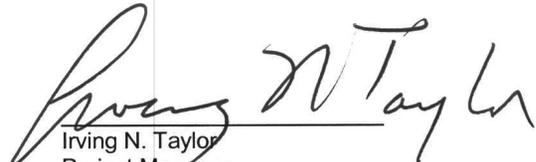
Submitted Pursuant to (State) Division 13, California Public Resources Code
(Federal) 42 United States Code 4332(2)(C); 23 USC 327

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

and the

CALIFORNIA DEPARTMENT OF TRANSPORTATION

April 22, 2009
Date of Approval


Irving N. Taylor
Project Manager
Los Angeles County Metropolitan Transportation Authority

April 30, 2009
Date of Approval


Ron Kosinski
Deputy Director, District 7
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GUIDANCE

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MITIGATED NEGATIVE DECLARATION
Pursuant to: Division 13, Public Resources Code

Project Description

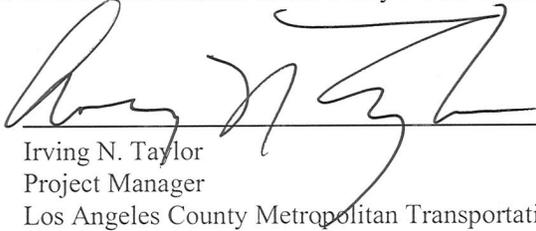
The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with the California Department of Transportation (Department) and City of Los Angeles Department of Transportation (LADOT), propose to modify the southern terminus of State Route 2 (SR-2) from approximately 0.5 miles south of Braden Street (PM 13.5) to the Interstate 5(I-5)/SR-2 interchange (PM 15.2) in the City and County of Los Angeles. The purposes of the project are to better manage traffic flow and enhance vehicular and pedestrian mobility and safety in the vicinity of the SR-2 terminus. The proposed project, Alternative F – Hybrid Alternative, would realign the existing southbound SR-2 exit ramp to the east and restripe the southbound SR-2 freeway lanes from the I-5/SR-2 interchange on the north to the SR-2 terminus at Glendale Boulevard on the south.

Determination

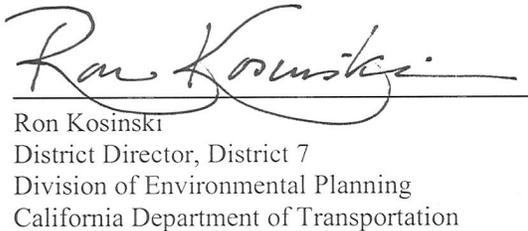
The Department has prepared an Initial Study for the proposed project and, following public review, has determined from this study that the proposed project would not have a significant effect on the environment for the following reasons.

1. The proposed project would have no effect on growth, farmlands, residential or business relocations, wetlands, natural communities, and threatened and endangered species.
2. In addition, the proposed project would have no significant effect on land uses and planning, parks and recreation, community facilities and services, cultural resources, and hydrology and floodplains.

The proposed project would have no significantly adverse effect on traffic and transportation, archaeological resources, water quality and stormwater runoff, geology/soils/seismicity/topography, hazardous waste, air quality, noise, plant species, and invasive species because mitigation measures identified in the attached Initial Study would avoid or reduce potential effects to insignificance.


Irving N. Taylor
Project Manager
Los Angeles County Metropolitan Transportation Authority

9/30/2010
Date


Ron Kosinski
District Director, District 7
Division of Environmental Planning
California Department of Transportation

10/7/2010
Date

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FINDING OF NO SIGNIFICANT IMPACT

FOR

**State Route 2
Freeway Terminus Improvement Project
(0.5 Miles South of Branden Street to I-5/SR-2 Interchange)**

07-LA-02 PM 13.5/15.2

The California Department of Transportation (Caltrans) has determined that Alternative F, Hybrid Alternative, for the proposed project will have no significant impact on the human environment. Alternative F includes relocation of the southbound SR-2 off-ramp to the east adjacent to the northbound SR-2 on-ramp, restriping of the southbound SR-2 lanes from the I-5/SR-2 interchange to the terminus of SR-2 at Glendale Boulevard, restriping of Glendale Boulevard at the SR-2 terminus, and additional signage on southbound SR-2 and at the I-5/SR-2 interchange.

The Finding of No Significant Impact (FONSI) is based on the attached Environmental Assessment (EA) and the associated Technical Studies, which have been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached EA and associated Technical Studies.

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

Oct 14, 2010

Date



Ron Kosinski

Deputy District Director, District 7
Division of Environmental Planning
California Department of Transportation

Table of Contents

Chapter 1. Proposed Project	1-1
1.1 Introduction.....	1-1
1.1.1 Background.....	1-1
1.2 Purpose and Need.....	1-4
1.2.1 Existing Facility.....	1-5
1.2.2 Non-Standard Features and Operational Deficiencies.....	1-6
1.2.3 Capacity, Level of Service, Safety, and Transportation Demand.....	1-6
1.3 Project Description.....	1-11
1.3.1 Context-Sensitive Design.....	1-11
1.3.2 Alternatives.....	1-12
1.3.3 Identification of a Preferred Alternative.....	1-27
1.3.4 Alternatives and Design Options Eliminated from further Consideration.....	1-27
1.4 Other Local and Regional Improvements.....	1-28
1.5 Areas of Controversy.....	1-28
1.6 Permits and Approvals Needed.....	1-29
Chapter 2. Affected Environment, Environmental Consequence, and Avoidance, Minimization and/or Mitigation Measures	2-1
2.1 Human Environment.....	2-1
2.1.1 Existing and Future Land Use.....	2-1
2.1.2 Consistency with State, Regional, and Local Plans and Programs.....	2-7
2.1.3 Parks and Recreation.....	2-12
2.1.4 Growth.....	2-16
2.1.5 Community Impacts.....	2-18
2.1.6 Relocations.....	2-26
2.1.7 Environmental Justice.....	2-27
2.1.8 Utilities/Emergency Services.....	2-30
2.1.9 Traffic and Transportation/Pedestrian and Bicycle Facilities.....	2-33
2.1.10 Visual/Aesthetics.....	2-52
2.1.11 Cultural Resources.....	2-64
2.2 Physical Environment.....	2-68
2.2.1 Hydrology and Floodplains.....	2-68
2.2.2 Water Quality and Stormwater Runoff.....	2-70
2.2.3 Geology/Soils/Seismicity/Topography.....	2-78
2.2.4 Paleontology.....	2-86
2.2.5 Hazardous Waste/Materials.....	2-88
2.2.6 Air Quality.....	2-92
2.2.7 Noise.....	2-112
2.3 Biological Environment.....	2-145
2.3.1 Natural Communities.....	2-145
2.3.2 Wetlands and Other Waters.....	2-147
2.3.3 Plant Species.....	2-150
2.3.4 Animal Species.....	2-154
2.3.5 Threatened and Endangered Species.....	2-157
2.3.6 Invasive Species.....	2-160
2.4 Cumulative Impacts.....	2-163
2.4.1 Regulatory Setting.....	2-163
2.4.2 Environmental Consequences.....	2-163
2.5 Climate Change (CEQA).....	2-169

2.5.1 Regulatory Setting.....	2-169
2.5.2 Project Analysis.....	2-172

Chapter 3. Comments and Coordination.....	3-1
3.1 Consultation and Coordination with Public Agencies	3-1
3.2 Public Participation.....	3-2
3.2.1 Public Information Meetings	3-2
3.2.2 Public Circulation.....	3-3

Chapter 4. List of Preparers	4-1
4.1 California Department of Transportation	4-1
4.2 Metropolitan Transportation Authority	4-1
4.3 Los Angeles Department of Transportation	4-1
4.4 ICF	4-1

Chapter 5. Distribution List	5-1
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Appendices

Appendix A	CEQA Environmental Checklist
Appendix B	Resources Evaluated Relative to the Requirements of Section 4(f)
Appendix C	Title VI Policy Statement
Appendix D	Minimization and/or Mitigation Summary
Appendix E	Community Outreach Newspaper Notices
Appendix F	California Office of Historic Preservation, Department of Parks and Recreation, Concurrence Letter
Appendix G	List of Acronyms
Appendix H	Comments on the Draft IS/EA
Appendix I	Conceptual Plans for Preferred Alternative (Alternative F – Hybrid Alternative)
Appendix J	Consultation with USFWS
Appendix K	FHWA Project-Level Conformity Determination

List of Figures

Figure 1-1	Regional Vicinity Map.....	1-2
Figure 1-2	Project Location Map.....	1-3
Figure 1-3	Freeway Levels of Service A through F.....	1-9
Figure 1-4	No-Build Alternative (Baseline Alternative)	1-14
Figure 1-5	Alternative A (Widen Existing Ramps)	1-15
Figure 1-6	Alternative B (Realign Ramps East – Remove Flyover and Part of Overpass)	1-17
Figure 1-7	Alternative C (Realign Ramps East – Remove Flyover and Overpass).....	1-19
Figure 1-8	Alternative D (Realign Ramps East – Retain Flyover and Overpass)	1-21
Figure 1-9	Alternative E (Realign Ramps East – Retain Flyover and Overpass – Relocate Retaining Wall)	1-23
Figure 1-10	Alternative F (Hybrid Alternative).....	1-25
Figure 2-1	Existing Land Use	2-3
Figure 2-2	Location of Tommy Lasorda Field of Dreams (Section 4(f) Resource)	2-13
Figure 2-3	Population and Housing Study Area	2-20
Figure 2-4	Location of Community Facilities and Services	2-24
Figure 2-5	Study Area and Analyzed Intersections	2-34

Figure 2-6	Key View of the Mountains to the North.....	2-55
Figure 2-7	Key View of the Downtown Skyline.....	2-55
Figure 2-8	View of the Valley and Mountains from Residential Areas to the West.....	2-56
Figure 2-9	View to the North from Intersection of Glendale Boulevard.....	2-56
Figure 2-10	View Southwest of the SR-2 Terminus from Residential Areas to the East.....	2-57
Figure 2-11	View Southeast Toward SR-2 Adjoining 2290 Lakeview Avenue.....	2-57
Figure 2-12	View Northeast along SR-2, from Oak Glen Place Overpass.....	2-58
Figure 2-13	View North Toward SR-2, From Oak Glen Place.....	2-58
Figure 2-14	Regional Fault Map.....	2-82
Figure 2-15	Project Area Seismic Hazard Map.....	2-83
Figure 2-16	Noise Levels of Common Activities.....	2-114
Figure 2-17	Project Site and Noise Measurement/Modeling Locations.....	2-116
Figure 2-18a	Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative A.....	2-126
Figure 2-18b	Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative A.....	2-127
Figure 2-18c	Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative A.....	2-128
Figure 2-19a	Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative B.....	2-129
Figure 2-19b	Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative B.....	2-130
Figure 2-19c	Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative B.....	2-131
Figure 2-20a	Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative C.....	2-132
Figure 2-20b	Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative C.....	2-133
Figure 2-20c	Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative C.....	2-134
Figure 2-21a	Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative D.....	2-135
Figure 2-21b	Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative D.....	2-136
Figure 2-21c	Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative D.....	2-137
Figure 2-22a	Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative E.....	2-138
Figure 2-22b	Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative E.....	2-139
Figure 2-22c	Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative E.....	2-140
Figure 2-23a	Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative F.....	2-141
Figure 2-23b	Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative F.....	2-142
Figure 2-23c	Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative F.....	2-143
Figure 2-23d	Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative F.....	2-144
Figure 2-24	California Greenhouse Gas Inventory.....	2-171
Figure 2-25	Fleet CO ₂ Emissions vs. Speed (Highway).....	2-172
Figure 2-26	Outcome of Strategic Growth Plan.....	2-175
Figure 3-1	NOA/NOI.....	3-4

List of Tables

Table 1-1	Average Daily Traffic (ADT) and Peak Hour Traffic at SR-2 Project Site.....	1-7
Table 1-2	Traffic Level of Service Descriptions.....	1-8
Table 1-3	Intersection Level of Service Analysis Existing Conditions (2006).....	1-8
Table 1-4	Accident Rates through 1/1/04 through 3/31/09.....	1-10
Table 1-5	Permits and Approvals Needed.....	1-29
Table 2-1	Park and Recreational Facilities.....	2-12
Table 2-2	Existing Regional and Local Population Characteristics – Age (2000).....	2-19
Table 2-3	Existing Regional and Local Housing Characteristics—Occupancy (2000).....	2-21
Table 2-4	Existing Regional and Local Housing Characteristics—Tenure (2000).....	2-21
Table 2-5	Existing Regional and Local Population Characteristics—Income/Poverty (2000).....	2-22
Table 2-6	Study Area Community Facilities and Services.....	2-23

Table 2-7	Level of Service Definitions for Signalized Intersections – 2000 HCM Operational Methodology	2-37
Table 2-8	Level of Service Definitions for Signalized Intersections	2-38
Table 2-9	Intersection Level of Service Analysis - Existing Conditions (Year 2006)	2-40
Table 2-10	Accident Rates 1/1/04 through 3/31/09.....	2-42
Table 2-11	Intersection Level of Service Analysis Future Conditions (Year 2033) – No-Build Alternative.....	2-45
Table 2-12	Active Faults in the Project Region	2-81
Table 2-13	California and National Ambient Air Quality Standards	2-94
Table 2-14	Ambient Air Quality Monitoring Data Collected from the Los Angeles-North Main Street (ARB Station No. 70087) Monitoring Station.....	2-96
Table 2-15	Attainment Status for the South Coast Air Basin.....	2-97
Table 2-16	Peak-Hour Traffic Volumes Used in the 2003 AQMP	2-101
Table 2-17	Proposed Project Peak-Hour Approach Lane Volumes	2-102
Table 2-18	Estimate of Worst-case Opening Year 2013 and Horizon Year 2033 PM Peak-hour Localized Carbon Monoxide Concentrations.....	2-104
Table 2-19	Annual Average Daily Traffic and Truck Percentage.....	2-109
Table 2-20	Noise Abatement Criteria.....	2-113
Table 2-21	Noise Level Ranges of Typical Construction Equipment.....	2-117
Table 2-22	Plant Species of Special Concern Identified by CNPS and CNDDB.....	2-151
Table 2-23	Wildlife Species of Special Concern Identified by CNDDB	2-155
Table 2-24	Threatened or Endangered Species	2-158
Table 2-25	Noxious Weed Species Observed within the Biological Study Area.....	2-160
Table 2-26	Related Projects.....	2-164
Table 2-27	Comparison of Baseline and Future Years VMT.....	2-173
Table 2-28	CO ₂ Emissions Comparisons, Existing and Future	2-173
Table 2-29	Climate Change Strategies	2-177

Technical Studies [The following studies are printed under separate cover and are available at Caltrans District 7 offices during normal business hours. Please also note that addenda to the technical studies identified below with an asterisk, which are also available for review, were prepared to address the impacts of the Hybrid Alternative – Alternative F]

- Air Quality Report (February 2009, Addendum August 2010)*
- Community Impact Assessment (June 2008)
- Historic Property Survey, Historical Resources Evaluation, and Archaeological Survey Reports (June 2008)
- Initial Site Assessment (March 2008, Addendum June 9, 2010)*
- Natural Environment Study (Minimal Impacts) (September 2010)
- Noise Study Report (June 2008, Addendum June 2010)*
- Preliminary Geologic Report (June 2008)
- Traffic Study (June 2008, Memorandum August 3, 2010)*
- Visual Impact Assessment (December 2008, Addendum May 2010)*
- Water Quality Report (September 2008)

Chapter 1. Proposed Project

1.1 Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with the California Department of Transportation (Caltrans) and City of Los Angeles Department of Transportation (LADOT), propose to modify the southern terminus of the Glendale Freeway, State Route 2 (SR-2), from approximately 0.5 miles south of Branden Street (PM 13.5) to the Interstate 5(I-5)/SR-2 Interchange (PM 15.2) in the City and County of Los Angeles. The SR-2 freeway intersects I-5, the Golden State Freeway, approximately 1 mile north of the freeway terminus. This segment of SR-2 is bordered by residences and commercial uses within the City's Silver Lake and Echo Park communities. Figure 1-1 and Figure 1-2 show project location and vicinity maps. Caltrans is the lead agency under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). Metro, in cooperation with LADOT, is a responsible agency under CEQA.

Five build alternatives were proposed by the Project Development Team (PDT)¹ as part of the SR-2 Freeway Terminus Improvement Project and evaluated in a Draft Initial Study/Environmental Assessment (April 2009). The build alternatives ranged from widening the existing entrance and exit ramps to realigning the entrance and exit ramps to the east. Various options under these alternatives included retaining the southbound flyover ramp, removing all or part of the flyover ramp and overpass above Glendale Boulevard, and relocating the retaining wall along the eastern edge of the northbound SR-2 ramps. Subsequent to circulation of the Draft Initial Study/Environmental Assessment for public review and comment, the PDT developed a new build alternative, Alternative F – Hybrid Alternative, that includes components of the other build alternatives (see Section 1.3.2 below for a description of this alternative). Alternative F has been identified as the preferred project alternative by the PDT. The purpose of the project is to better manage traffic flow and enhance mobility and safety at the SR-2 freeway terminus. The estimated cost of Alternative F is \$17.1 million in 2012 dollars. This cost estimate does not include the cost of any future open space/park improvements. Funding sources for this project include the Transportation Equity Act for the 21st Century (TEA-21) High Priority Highway Project Authorization and local matching funds from the City of Angeles through a Metro Call for Projects grant.

1.1.1 Background

The SR-2 freeway was originally planned and constructed in 1959 to connect with the Hollywood Freeway (US 101). In 1962, as a result of local community opposition, the full build-out plan was rescinded and construction was terminated at Glendale Boulevard. A half diamond interchange with a direct connector was constructed with ramps connecting the freeway terminus to Glendale Boulevard. This condition currently remains. Over time, deterioration of traffic flow has occurred as regional and local commuters increasingly converge in this location.

¹ The PDT consists of representatives of Caltrans District 7, Metro, LADOT, and the Consulting Team.

Figure 1-1. Regional Vicinity Map

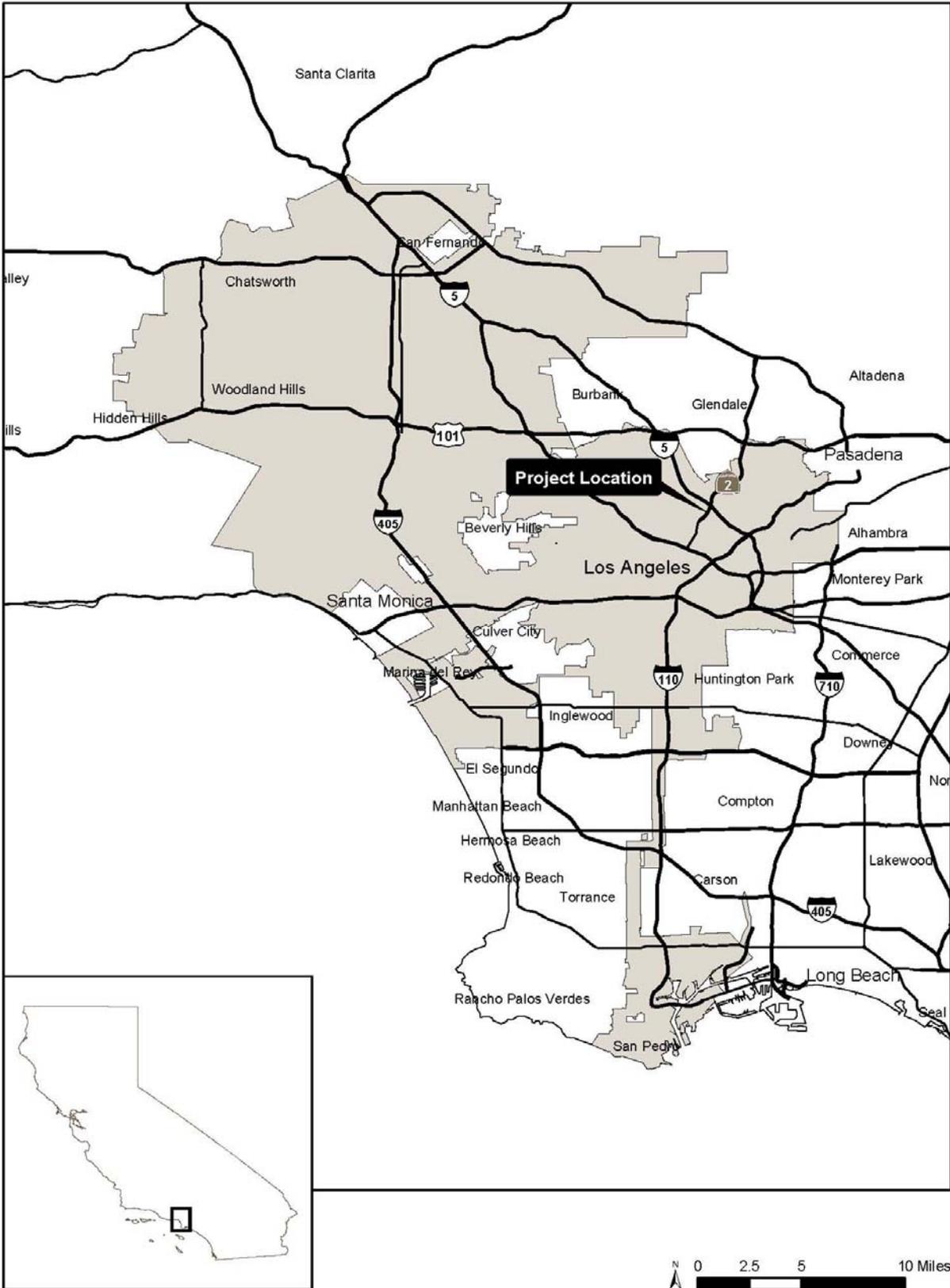


Figure 1-2. Project Location Map



There have been three relevant studies concerning the terminus of SR-2, also known as the Glendale freeway, where the freeway transitions to a conventional highway (major arterial). Metro prepared a study in 1992 (Glendale Freeway/Boulevard Corridor Study, January 1992) to develop a course of action regarding future traffic and transportation plans for the Glendale Freeway and Glendale Boulevard. This included a review of existing traffic conditions and proposed transportation improvements, evaluation of those improvements, and recommendations for implementation of the improvements.

In 1994, the Glendale Boulevard corridor Preliminary Planning study – Phase II was completed by Metro and LADOT. The study analyzed existing constraints and opportunities within the corridor and developed urban design strategies and conceptual transportation measures to improve conditions along Glendale Boulevard. A list of recommended short-term and long-term measures, including alternative reconfigurations for the SR-2 terminus, was presented. The build alternatives ranged from widening the ramps in the existing interchange configuration to realigning the ramps to tie into Glendale Boulevard in a new configuration.

Metro initiated a Preliminary Study Report-Preliminary Development Support (PSR-PDS) in cooperation with Caltrans and LADOT, which was completed in January 2002. The PSR-PDS developed four alternatives to manage traffic flow at the terminus, enhance vehicular movement, and increase pedestrian mobility and safety in the vicinity of the SR-2 terminus. Subsequently, the Metro Board approved the inclusion of a fifth alternative as proposed by a local community group. The request for additional design alternatives stemmed from community review of the PSR/PDS.

The proposed SR-2 Freeway Terminus Improvement Project is included in the Southern California Association of Governments (SCAG) 2008 Regional Transportation Plan (RTP) and SCAG 2008 Regional Transportation Improvement Program (RTIP), listed as Project ID LA990351. All projects incorporated into the 2008 RTIP are consistent with current RTP policies, programs, and projects. The 2008 RTP and 2008 RTIP were both found to be conforming by the Federal Highway Administration (FHWA) on June 5, 2008, and November 17, 2008, respectively.

In May 2009, a Draft Project Report was approved, which provided updated and more detailed information on the existing facility and proposed project alternatives.

1.2 Purpose and Need

The City of Los Angeles is experiencing continued growth. This segment of SR-2 provides ingress and egress to the densely populated communities of Echo Park and Silver Lake and is a major thoroughfare for the surrounding area. This segment of SR-2 also provides a vital link for commuters traveling from communities in the northern and eastern parts of the Los Angeles Basin to downtown Los Angeles. Traffic flow during peak hours in the project area is severely impeded due to the existing configuration of the SR-2 terminus. Pedestrians and bicycles are not well accommodated by existing facilities in the vicinity of the freeway terminus. Additionally, during off-peak periods, the southbound direct connector traffic often merges onto southbound Glendale Boulevard at a high rate of speed (i.e., in excess of the posted Glendale Boulevard speed limit of 35 miles-per-hour).

The existing facilities also have a number of problems and deficiencies, which are described in detail in Section 1.2.1 below.

The purpose of the project was developed by Caltrans, Metro, and LADOT, with the cooperation of members of the community. The purposes, or objectives, of the project are to:

1. Better manage traffic flow at the terminus;
2. Enhance accessibility and safety in the vicinity of the SR-2 terminus;
3. Develop a freeway terminus design that is compatible with existing residential and commercial uses in the immediate vicinity; and
4. Minimize cut-through traffic in neighborhoods in the vicinity of the terminus.

The proposed improvements that have been identified to address the project purpose and need have independent utility and logical termini, as discussed in Section 1.3 below.

1.2.1 Existing Facility

South of I-5, the four southbound SR-2 freeway lanes transition to three lanes near the Oak Glen Place overpass. Continuing southbound, the outside lane becomes a mandatory exit lane, which widens to a two-lane ramp connecting to Glendale Boulevard. At the ramp terminal, the left lane is a left-turn lane and the right lane is a left-turn/through/right-turn choice lane. The remaining two southbound freeway lanes continue over a flyover and combine with Glendale Boulevard's two southbound lanes near Duane Street for a total of four lanes. These four southbound lanes narrow to three 10-foot-wide lanes between Clifford and Branden Streets, and continue south through Echo Park. In the present SR-2 terminus configuration, there are four lanes exiting the SR-2 freeway to southbound Glendale Boulevard, two left-turns from the exit ramp plus two lanes on the flyover. Existing shoulders on the southbound ramps are narrow (1.0 foot wide or less) or non-existent. There are no shoulders on southbound Glendale Boulevard.

On Glendale Boulevard, south of Clifford Street, northbound and southbound traffic is separated by a painted median of varying width. Lanes on northbound Glendale Boulevard are 10 feet wide approaching the terminus. These lanes bifurcate into two through lanes continuing north on Glendale Boulevard and two through lanes forming the entrance ramp onto SR-2. On Glendale Boulevard, a raised median begins just before the freeway entrance ramp and continues under the SR-2 flyover up to the intersection with Waterloo/Fargo Street and the freeway exit ramp. The two northbound entrance ramp lanes lead directly onto the eight-lane freeway, widening to become the four freeway lanes. These four lanes continue northbound towards the I-5 interchange.

The following is a brief description of the streets that intersect the proposed SR-2 project site:

- Glendale Boulevard – Glendale Boulevard is a north-south arterial and serves as SR-2 between the SR-2 freeway terminus and Alvarado Street. The street provides three travel lanes in each direction between the SR-2 terminus and Montana Street. South of Montana Street, two travel lanes in each direction are provided.

- Alvarado Street – Alvarado Street is a secondary arterial south of its intersection with Glendale Boulevard. The north-south road provides access to U.S. 101 and to the SR-2 freeway via Glendale Boulevard. Between U.S. 101 and Glendale Boulevard, Alvarado Street is also SR-2. In the study area, two travel lanes in each direction are provided.
- Fargo Street – Fargo Street is a local street that intersects with the southbound off-ramps of the SR-2 freeway terminus, Glendale Boulevard, and Waterloo Street. It provides one travel lane in each direction.
- Waterloo Street – Waterloo Street is a local street that intersects with the southbound off-ramps of the SR-2 freeway terminus, Glendale Boulevard, and Fargo Street. It provides one travel lane in each direction.
- Allesandro Street – Allesandro Street is a north-south collector street that begins at its intersection with Glendale Boulevard. It provides one travel lane in each direction except at the intersection with Glendale Boulevard where two left-turn lanes and one right-turn lane are provided.
- Aaron Street – Aaron Street is a local east-west street that intersects Glendale Boulevard. It provides one travel lane in each direction.

1.2.2 Non-Standard Features and Operational Deficiencies

The current SR-2 terminus configuration has several limitations associated with its layout. The southbound exit ramp and southbound direct connector interrupt Glendale Boulevard traffic flows in two locations, at Waterloo/Fargo Street and then again near Allesandro Street. Because the northbound lanes consist of a northbound Glendale Boulevard, a northbound freeway entrance ramp and a center “choice” lane; weaving maneuvers are required between Allesandro Street and the terminus. Pedestrians and bicycles are not well accommodated by existing facilities in the vicinity of the freeway terminus. Additionally, during off-peak periods, the southbound direct connector traffic often merges onto southbound Glendale Boulevard at a high rate of speed.

1.2.3 Capacity, Level of Service, Safety, and Transportation Demand

SR-2 was originally planned and constructed in 1959 to connect I-5 with U.S. 101 through the neighborhoods of Silver Lake and Echo Park. In 1962, as a result of local community opposition, the full-buildout plan was rescinded and construction was halted at the present SR-2 terminus near Glendale Boulevard and Duane Street, thus creating traffic congestion along Glendale Boulevard and Alvarado Street.

Capacity

Traffic volumes within the proposed project area have increased substantially over time. Traffic volume data along the SR-2 facility in the vicinity of the project site was collected from the Caltrans Traffic Counts Database. Table 1-1 presents the 2006 annual Average Daily Traffic (ADT) and Peak hour traffic volumes at the proposed project site. At the freeway terminus, SR-2, the ADT and peak hour traffic volumes in 2006 were 71,000 and 7,200 vehicles, respectively.

Table 1-1. Average Daily Traffic (ADT) and Peak Hour Traffic at SR-2 Project Site

State Route 2 Location	Post Mile	ADT (Annual)*	Peak Hour Traffic**
Intersections			
Alvarado Street at Sunset Boulevard	13.19	39,000	3,650
Alvarado Street left onto Glendale Boulevard	13.59	40,000	3,900
Freeway Terminus at Glendale Boulevard	14.21	71,000	7,200
Juncture with I-5	15.14	60,000	5,900

*Annual average daily traffic is the total traffic volume for the year divided by 365 * days.

**Peak hour Traffic indicates the hour during which the Route is most congested.

Source: 2006 Traffic Volumes on the California State Highway System, Caltrans 2007.

Level of Service

Level of Service (LOS) is a qualitative measure describing operational conditions within a traffic stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. As shown in Table 1-2, LOS conditions are designated as “A,” indicating best free-flow condition, through “F,” indicating worst-case congested conditions.

LOS is derived from a volume-to-capacity (V/C) ratio value. The V/C ratio signifies the number of vehicles, or volume (V), using the roadway compared to the roadway capacity (C). A V/C ratio of 1.00 indicates that the roadway is at capacity, which translates into LOS E. Any V/C values over 1.00 mean that the number of vehicles on the roadway exceeds capacity, and LOS is deemed to be F. Figure 1-3 illustrates LOS conditions A through F.

Freeway Terminus and Intersection Operations

Weekday a.m. peak period (7:00-10:00 a.m.) and p.m. peak period (3:00 – 6:00 p.m.) traffic counts were collected for four intersections within the project limits in May and June 2006. Table 1-3 summarizes the existing weekday morning and evening peak hour V/C ratio and delay (in seconds) and the corresponding LOS for intersections in the immediate vicinity of the SR-2 freeway terminus based on the Critical Movement Analysis (CMA) and the Highway Capacity Manual (HCM) methodologies, respectively (See Section 2.1.9 Traffic and Transportation/Pedestrian and Bicycle Facilities for a description of these two methodologies). The results of this analysis indicate that all but two of the intersections in the immediate vicinity of the SR-2 freeway terminus are currently operating at LOS D or better during both the morning and afternoon peak periods. Glendale Boulevard & SR-2 SB Off-Ramp/Fargo Street/Waterloo Street (No. 1) and Glendale Boulevard/Alvarado Street and Berkeley Avenue (No. 4) operate at LOS E and F, respectively, during the morning peak period, indicating congested conditions.

Table 1-2. Traffic Level of Service Descriptions

LOS	Description	Volume-to-Capacity Ratio
		Typical Speed
A	Indicates primarily free-flow operations and ability to maneuver unimpeded.	0.00–0.33 50-plus mph
B	Indicates stable flow with few restrictions on operating speed or maneuverability.	0.34–0.50 48–49 mph
C	Indicates stable flow but higher volume and more restriction on speed and lane changing.	0.51–0.65 44–47 mph
D	Indicates approaching unstable flow, little freedom to maneuver, and conditions tolerable for short periods.	0.66–0.80 40–43 mph
E	Indicates unstable flow, lower operating speeds than LOS D, and some momentary stoppages.	0.81–1.00 30–39 mph
F	Indicates forced flow operating at low speeds where the highway acts as a storage area and there are many stoppages.	Greater than 1.00 Less than 30 mph

Source: Highway Capacity Manual Special Report 209, Transportation Research Board, 1995.

Table 1-3. Intersection Level of Service Analysis Existing Conditions (2006)

No.	Intersection	Peak Hour	V/C [d]	LOS	Delay [e] (Seconds)	LOS
1. [a]	Glendale Boulevard & SR 2 SB Off-Ramp/Fargo Street/Waterloo Street	A.M.	-	-	56.5	E
		P.M.			16.3	B
2. [a]	Glendale Boulevard & Allesandro Street	A.M.	-	-	17.3	B
		P.M.			16.6	B
3. [b]	Glendale Boulevard & Aaron Street	A.M.	0.723	C	18.1	B
		P.M.	0.714	C	11.4	B
4. [a]	Glendale Boulevard/Alvarado Street & Berkeley Avenue	A.M.	0.888	D	>80.0	F
		P.M.	0.876	D	34.3	C
5. [c]	Glendale Boulevard & SR 2 Ramps	A.M.	-	-	-	-
		P.M.	-	-	-	-

Notes:

- [a] Intersection is currently operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the above analysis.
- [b] Intersection is currently operating under the LADOT Automated Traffic Surveillance and Control (ATSAC) system. A credit of 0.07 in V/C ratio was included in the above analysis.
- [c] Intersection is uncontrolled under existing conditions.
- [d] V/C ratio calculated based on LADOT CMA methodology.
- [e] Delay calculated based on HCM methodology using Synchro/Simtraffic.(see page 2-39).

Source: Fehr & Peers/Kaku Associates, 2008.

Figure 1-3. Freeway Levels of Service A through F

LEVELS OF SERVICE

for Freeways

Level of Service	Flow Conditions	Operating Speed (mph)	Technical Descriptions
A		70	Highest quality of service. Traffic flows freely with little or no restrictions on speed or maneuverability. No delays
B		70	Traffic is stable and flows freely. The ability to maneuver in traffic is only slightly restricted. No delays
C		67	Few restrictions on speed. Freedom to maneuver is restricted. Drivers must be more careful making lane changes. Minimal delays
D		62	Speeds decline slightly and density increases. Freedom to maneuver is noticeably limited. Minimal delays
E		53	Vehicles are closely spaced, with little room to maneuver. Driver comfort is poor. Significant delays
F		<53	Very congested traffic with traffic jams, especially in areas where vehicles have to merge. Considerable delays

Safety

Table 1-4 shows the accident data within this segment of SR-2 for a 60-month period between April 1, 2004 and March 31, 2009 obtained from the Caltrans Traffic Accident Surveillance and Analysis System (TASAS). The actual accident rates are compared with average accident rates for similar highway facilities throughout the State.

The data indicates that the overall accident rate within this segment of SR-2 is lower than the statewide average. There were 423 reported accidents with no reported fatalities and 132 reported injuries.

Table 1-4. Accident Rates through 1/1/04 through 3/31/09

PM	Statistical Data			Actual Accident Rates (ACCS/MVM*)			Average Accident Rates (ACCS/MVM*)		
	No. of Accidents	Fatal	Fatal+ Injury	Total	Fatal	Fatal+ Injury	Total	Fatal	Fatal+ Injury
13.5 to 16.0	423	0	132	1.0	0	0.31	1.08	0.011	0.37

*MVM denotes million vehicle mile

Source: Project Report, State Route 2 Terminus Project, 2010.

The City of Los Angeles Department of Transportation also provided accident data for the period from January 1, 2000 to December 31, 2008 using the City's crossroad's accident system. There were 21 reported collisions with 15 injuries and 0 fatalities at the Glendale Boulevard/Waterloo Street/Fargo Street intersection. There were 110 reported collisions with 87 injuries and 1 fatality at the Glendale Boulevard/Allesandro Street intersection. There were 35 collisions with 41 injuries and 0 fatalities at the Glendale Boulevard/Clifford Street intersection

Transportation Demand

The project area, as well as the City as a whole, is projected to experience a growth in transportation demand. The year 2033 traffic projections reflect an average annual growth of 1.04% for the a.m. peak and 0.97% for the p.m. peak weekday periods. These rates were obtained from the Metro travel demand model and were applied to the existing traffic volumes to obtain future traffic volumes at the analyzed intersections. Under year 2030 no-build alternative (baseline) conditions, eight of the 20 analyzed intersections in the traffic study are projected to operate at LOS E or F during at least one of the analyzed peak hours. These are listed below:

- Glendale Boulevard and SR-2 southbound off-ramp/Fargo Street/Waterloo Street (AM)
- Glendale Boulevard and Allesandro Street (PM)
- Glendale Boulevard and Aaron Street (AM)
- Glendale Boulevard/Alvarado Street and Berkeley Avenue (AM and PM)
- Glendale Boulevard & Montana Street (AM)
- Glendale Boulevard & Bellevue Avenue (AM)
- Glendale Boulevard & Temple Street (AM and PM)
- Alvarado Street & Temple Street (PM)

Non-Modal Design Elements

The approach used to achieve these three project objectives included the use of a community-based vision for the revitalization of the major arterial boulevards, which run through the dense local communities of Echo Park and Silver Lake. Through design techniques such as Context Sensitive Design (CSD) (see Section 1.3.1 for a description of the methodology), the transportation facility at the southern terminus can be developed in a manner that is sensitive to the local setting while simultaneously improving traffic flow and vehicular and pedestrian mobility. The various proposed alternatives that have been developed allow for a design that is compatible with existing land use, one in which opportunities for additional open space will also be created. Through CSD, vehicular and pedestrian interaction will also be improved by allowing for the design of a more pedestrian friendly environment through the various proposed alternatives. Air Quality Improvements

As discussed above, congestion at the SR-2 terminus has increased over time as regional and local commuters increasingly converge in this location. This increased congestion requires local motorists to go out of their way to get to their destinations (increased travel distance). Increased congestion and travel distances result in increased motor vehicle emissions adversely affecting local and regional air quality. Improvements at the SR-2 terminus are needed to address this congestion and improve air quality conditions.

1.3 Project Description

This section describes the proposed project alternatives developed by a multi-disciplinary team using CSD to achieve the objectives of the project to better manage traffic flow; enhance accessibility and safety; and develop a design that is compatible with existing residential and commercial uses. The proposed project is within the boundaries of the City of Los Angeles. The project limits for this 1.7-mile-long SR-2 reconfiguration project are from 0.5 miles south of the Branden Street intersection (post mile [PM] 13.5) to the I-5/SR-2 interchange (PM 15.2) (see Figure 1-1). The proposed improvements would connect logical termini. The proposed project would not result in substantial adverse effects beyond the defined project limits; thus, the logical termini are of sufficient length to address environmental matters. The proposed improvements would also have independent utility. They would be usable and a reasonable expenditure even if no additional transportation improvements in the area are made. The proposed improvements could function as stand-alone improvements; no future construction would be required to meet the project purpose and need.

1.3.1 Context-Sensitive Design

The FHWA defines CSD as “. . . a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility. CSD is an approach that considers the total context within which a transportation improvement project will exist.”² Caltrans also incorporates context sensitive design in their efforts. According to the

² Federal Highway Administration Context Sensitive Design webpage. Viewable at <http://www.fhwa.dot.gov/csd/>.

Director's Policy effective November 29, 2001, "context sensitive solutions" are used by Caltrans "... as an approach to plan, design, construct, maintain, and operate its transportation system. These solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals. Context sensitive solutions are reached through collaborative, interdisciplinary approach involving all stakeholders. The context of all projects and activities is a key factor in reaching decisions. It is considered for all State transportation and support facilities when defining, developing, and evaluating options. When considering the context, issues such as funding feasibility, maintenance feasibility, traffic demand, impact on alternate routes, impact on safety, and relevant laws, rules, and regulations must be addressed."³

The Caltrans Highway Design Manual (HDM) philosophy mirrors the concepts of context sensitive solutions. This philosophy for the project development process seeks to provide a degree of mobility to users of the transportation system that is in balance with other values. Caltrans policies, practices, or mandatory design standards provide a guide for highway designers to exercise sound judgment in applying the policies, practices, or standards consistent with this philosophy. This flexibility is the foundation of highway design, and highway designers must strive to provide for the needs of all highway users in balance with the needs of the local community and the context of the project. Caltrans policies, practices or mandatory design standards allow sufficient flexibility in order to encourage independent designs that fit the needs of each situation.⁴

Caltrans does not view CSD as incompatible with existing design standards: "The policies, practices or mandatory design standards used for any project should meet the minimum guidance given to the maximum extent feasible, but the philosophy provides for the use of nonstandard design when such use best satisfies the concerns of a given situation. Deviations from the Caltrans policies, practices or mandatory design standards require review and approval for nonstandard design through the exception process (see Index 82.2 of the [HDM]) and should be discussed early in the planning and design process."⁵

1.3.2 Alternatives

The alternative development process included the preparation of several studies and reports such as the 1994 Glendale Boulevard Corridor Preliminary Planning Study (Phase II) and the Project Study Report/Project Development Support (PSR/PDS), as well as the incorporation of public comments received during the public scoping meetings and the public meetings on the Draft IS/EA conducted in June 2009 in the project area. As a result of the alternatives selection process, nine project alternatives were developed during the project development and screening process. The number of alternatives was then reduced to the following six: The No-Build Alternative, Alternative A (Widen Existing Ramps – Maintain Overpass), Alternative B (Realign Ramp East – Remove Flyover and Part of Overpass), Alternative C (Realign Ramps East – Remove Overpass), Alternative D (Realign Ramps East – Maintain Overpass), and Alternative E

³ *Director's Policy: Context Sensitive Solutions*. California Department of Transportation. Effective 11-29-01.

⁴ Context Sensitive Solutions. Caltrans Division of Design webpage. Viewable at <http://www.dot.ca.gov/hq/oppd/context/index.htm>.

⁵ Ibid.

(Realign Ramps East, Retain Overpass and Flyover, Relocate Retaining Wall). Subsequent to circulation of the Draft IS/EA for public review and comment from May 18 to July 2, 2009, the PDT, in response to agency and public concerns, developed a new alternative, Alternative F, the Hybrid Alternative, that is intended to better meet the project purpose and need. Alternative F, which includes components of the other build alternatives, and Alternatives A through E are described in detail below. The figures for Alternatives A through E that follow depict the proposed terminus configuration for each alternative and illustrate potential concepts for future development of the new open space, including new pedestrian and bike paths, that are contingent upon securing additional funding for the project and obtaining necessary agreements with the City.

All of the build alternatives described below would include additional and improved signage south of the I-5/SR-2 interchange, along southbound SR-2 to alert motorists of the impending freeway terminus and the transition to Glendale Boulevard to better manage traffic flow and control vehicle speeds. Proposed project improvements will also be coordinated with proposed LADOT neighborhood protection measures to reduce cut-through traffic.

Planning, design, construction, and operation of proposed improvements to Caltrans facilities will comply with Caltrans Deputy Directive 64 (DD-64) – *Accommodating Non-Motorized Travel*. Additionally, all non-motorized improvements, e.g., sidewalks and crosswalks, described below, will comply with Americans with Disabilities Act (ADA) requirements.

No-Build Alternative: Baseline Alternative

This alternative requires no new construction or capital cost (see Figure 1-4). The No-Build Alternative would maintain the existing terminus configuration and would require no capital expenditure at this time. Traffic volumes at the terminus would continue to grow and the existing levels of service would continue to degrade to unacceptable levels prior to 2033. Traffic queues would become longer and vehicle delays would increase substantially. The higher levels of congestion could reduce air quality in the vicinity of the interchange. Pedestrian and bicycle circulation would remain inefficient and circuitous at the terminus. This alternative does not meet the purpose and need for this project, i.e., managing traffic flow and enhancing accessibility and safety at the SR-2 terminus.

Alternative A: Widen Existing Ramps – Maintain Overpass

This alternative would widen the existing southbound exit ramp from two to three lanes and widen the existing northbound entrance ramp from two to three lanes (see Figure 1-5). It would also maintain the southbound flyover ramp (two lanes). The overpass above Glendale Boulevard would remain in place. This alternative does not have the potential to provide new open space to meet community needs.

Alternative A would not include any non-standard mandatory or advisory design features. The existing catch basins on the freeway ramps would be relocated to accommodate the widening (Figure 1-5).

Figure 1-4. No-Build Alternative (Baseline Alternative)



Source: Melendrez, 2008.

Figure 1-5. Alternative A (Widen Existing Ramps)



Source: Melendrez, 2008.

Pedestrian circulation at the terminus under Alternative A would be similar to the existing condition. However, the crosswalks would be marked or stamped to distinguish them from the roadway and would conform to LADOT standards in terms of line thickness and width of crosswalk. Additionally, the sidewalk on the east side of Glendale Boulevard between Allesandro Street and the northbound entrance ramp and the crosswalk crossing the northbound entrance ramp, which is currently unsignalized, would be eliminated to improve pedestrian safety. The proposed sidewalks and curb ramps would be ADA compliant.

The estimated cost to design and construct this alternative is approximately \$13.2 million.

Alternative B: Realign Ramp East – Remove Flyover and Part of Overpass

This alternative would shift the entrance and exit ramps to the east. It would reduce the number of freeway off-ramp lanes from four to three and maintain the two on-ramp lanes (see Figure 1-6). It would also remove the southbound flyover ramp and a portion of the overpass above Glendale Boulevard. The remaining portion of the overpass above Glendale Boulevard would be retained for community reuse and greening. This alternative offers the potential for new open space.

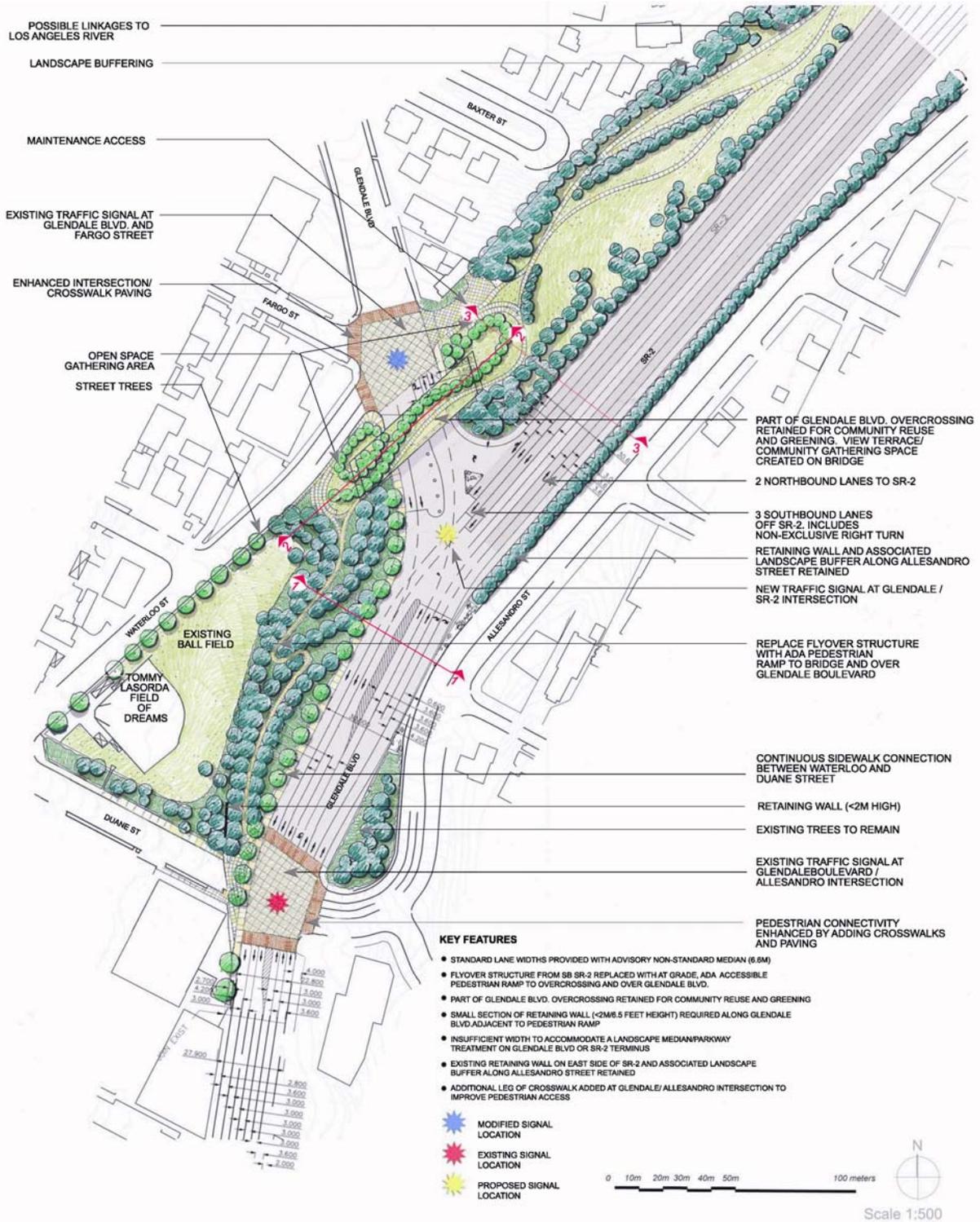
This alternative would remove the entirety of the right side of the overpass as well as a strip 21 feet 6 inches wide next to the Glendale Freeway centerline. The remaining portion of the left side of the overpass would be planned for future community use and greenery. The retaining wall on the southern portion of the overpass would also need to be removed. The remaining structure would be 47 feet 3.5 inches wide and would require new barriers for pedestrians along both edges of deck. Removal of the structure would require demolition of the abutment and retaining wall footings down to a depth that would accommodate for re-grading and landscaping. The removal would expose the enclosure of both cellular abutments; therefore, new wingwalls are proposed to reseal the enclosures. The minimum vertical clearance of the remaining structure would continue to be approximately 15 feet. Seismic retrofit of the left side of the overpass would likely be necessary. Infill walls are proposed in between a few of the remaining columns.

The existing catch basin on the off-ramp would be relocated to the edge of pavement of the proposed off-ramp. The existing catch basin of the on-ramp would be relocated closer to the proposed median.

The proposed project will include standard mandatory design features. However, the proposed project would include one non-standard advisory design feature. The proposed SR-2 median would be 22 feet, while the advisory standard is 36 feet.

A new signal would be constructed as part of this alternative at the intersection of Glendale Boulevard and the realigned ramps. As a result of these improvements, signal interconnection and timing coordination would be considered during design along Glendale Boulevard at the intersections of Glendale Boulevard with Branden Street, the SR-2 ramps, and Waterloo/Fargo Streets.

Figure 1-6. Alternative B (Realign Ramp East – Remove Flyover and Part of Overpass)



Source: Melendrez, 2008.

Pedestrian circulation would be improved at the terminus under Alternative B. Currently, the flyover precludes pedestrians from crossing from the east side of Glendale Boulevard at Allesandro Street to the west side of Glendale Boulevard at Duane Street. Alternative B would eliminate the flyover at this portion and create the opportunity for another pedestrian crossing of Glendale Boulevard at Allesandro Street. The existing sidewalk on the east side of Glendale Boulevard between Allesandro Street and the proposed freeway ramps intersection, plus the crosswalk crossing the northern leg of this intersection, would be eliminated to reduce pedestrian conflicts with freeway traffic. The proposed median of Glendale Boulevard and areas directly adjacent to the improved SR-2 terminus and Glendale Boulevard could be fully landscaped. The proposed sidewalks and curb ramps would be ADA compliant.

A considerable additional amount of potential open space would be created in Alternative B. The ballpark and other areas (approximately 1.7 acres existing plus 0.5 acres additional) west of Glendale Boulevard are currently within the State's right of way. Since Alternative B would remove a portion of the existing overpass, additional park open space could potentially be added. The part of the Glendale Boulevard overpass that would be retained could be used for community reuse and greening. Alternative B could allow public access to the potential additional open space (approximately 3 acres) east of Glendale Boulevard. These open space areas are currently within the State's right of way, but could potentially be considered excess State land that could be transferred/conveyed to the City of Los Angeles at a later date.

The estimated cost to design and construct this alternative is \$23 million.

Alternative C: Realign Ramps East – Remove Flyover and Overpass

This alternative would shift the entrance and exit ramps to the east. It would reduce the number of freeway off-ramp lanes from four to three and maintain the two on-ramp lanes. It would remove the southbound flyover ramp and overpass above Glendale Boulevard. This alternative provides a landscaped median and a parkway treatment and offers the potential for new open space (Figure 1-7).

The existing catch basin on the off-ramp would be relocated to the edge of the pavement of the proposed off-ramp. The existing catch basin of the on-ramp would be relocated closer to the proposed median.

The proposed alternative would have full standard design features.

A new signal would be constructed as part of this alternative at the intersection of Glendale Boulevard and the realigned ramps. As a result of these improvements, signal interconnection and timing coordination would be considered during design along Glendale Boulevard at the intersections of Glendale Boulevard with Branden Street, the SR-2 ramps, and Waterloo/Fargo Streets.

Figure 1-7. Alternative C (Realign Ramps East – Remove Flyover and Overpass)



Source: Melendrez. 2008.

Pedestrian circulation would be improved at the terminus in Alternative C. Currently, the direct connector precludes pedestrians from crossing from the east side of Glendale Boulevard at Allesandro Street to the west side of Glendale Boulevard at Duane Street. Alternative C would eliminate the direct connector for southbound SR-2 motor vehicles and create the opportunity for another pedestrian crossing of Glendale Boulevard at Allesandro Street. The existing sidewalk on the east side of Glendale Boulevard between Allesandro Street and the proposed freeway ramps intersection, plus the crosswalk crossing the northern leg of this intersection, would be eliminated to reduce pedestrian conflicts with freeway traffic. The proposed median of Glendale Boulevard, SR-2, and areas directly adjacent to the improved SR-2 terminus and Glendale Boulevard could be fully landscaped.

A considerable additional amount of potential open space would be created under Alternative C. The ballpark and other areas (approximately 1.7 acres existing plus 0.5 acres additional) west of Glendale Boulevard are currently within the State's right of way. Since Alternative C would remove the existing overpass and level the ground to the west and east of Glendale Boulevard, additional activities could potentially be added. Alternative C could allow public access to the potential additional open space (approximately 3 acres) east of Glendale Boulevard. These open space areas are currently within the State's right of way, but could potentially be considered excess State land that could be transferred/conveyed to the City of Los Angeles at a later date.

The estimated cost to design and construct this alternative is \$22.2 million.

Alternative D: Realign Ramps East – Maintain Overpass

This alternative would shift the exit ramps to the east and modify the existing flyover structure and overpass, converting it to community open space. It would also reduce the number of freeway off-ramp lanes from four to three and maintain the two on-ramp lanes. This alternative provides a landscaped median and parkway treatment further north of the terminus area. The existing retaining wall and associated landscaping along Allesandro Street would remain unchanged.

This alternative offers the potential for new open space (Figure 1-8). A new signal would be constructed as part of this alternative at the intersection of Glendale Boulevard and the realigned ramps. As a result of these improvements, signal interconnection and timing coordination should be considered during design along Glendale Boulevard at the intersections of Glendale Boulevard with Branden Street, the SR-2 ramps and Waterloo/Fargo Streets.

The existing catch basin on the off-ramp would be relocated to the edge of the pavement of the proposed off-ramp. The existing catch basin of the on-ramp would be relocated closer to the proposed median. The proposed alternative would include a few non-standard mandatory or advisory design features. The number two lane on the northbound SR-2 onramp would be 11 feet, while the right shoulder on the northbound SR-2 onramp would range from 2 to 4 feet. In addition, the median would be non-standard with variable widths.

Figure 1-8. Alternative D (Realign Ramps East – Retain Flyover and Overpass)



Source: Melendrez, 2008.

Pedestrian circulation would be improved at the terminus under Alternative D. Currently, the direct connector precludes pedestrians from crossing from the east side of Glendale Boulevard at Allesandro Street to the west side of Glendale Boulevard at Duane Street. Alternative D would eliminate the direct connector for southbound SR-2 motor vehicles and create the opportunity for another pedestrian crossing of Glendale Boulevard at Allesandro Street. The existing sidewalk on the east side of Glendale Boulevard between Allesandro Street and the proposed freeway ramps intersection, plus the crosswalk crossing the northern leg of this intersection, would be eliminated to reduce pedestrian conflicts with freeway traffic. The proposed median of Glendale Boulevard and areas directly adjacent to the improved SR-2 terminus and Glendale Boulevard could be fully landscaped.

A considerable additional amount of potential open space would be created under Alternative D. The ballpark and other areas (approximately 1.7 acres existing plus 0.5 acres additional) west of Glendale Boulevard are currently within the State's right of way. Alternative D could allow public access to the potential additional open space (approximately 3 acres) east of Glendale Boulevard. These open space areas are currently within the State's right of way, but could potentially be considered excess State land that could be transferred/conveyed to the City of Los Angeles at a later date.

The estimated cost to design and construct this alternative is \$18.2 million.

Alternative E: Realign Ramps East, Retain Overpass and Flyover, Relocate Retaining Wall

This alternative would shift the exit ramps to the east and modify the existing flyover structure and overpass, converting it to community open space. It would also reduce the number of freeway off-ramp lanes from four to three and maintain the two on-ramp lanes. Alternative E would provide a landscaped median and a parkway treatment further north of the terminus area. This alternative also offers the potential for new open space (Figure 1-9).

The existing retaining wall along Allesandro Street would be relocated to the east to maintain Caltrans' highway standards. A portion of the existing retaining wall along the east side of Glendale Boulevard and the Glendale Boulevard on-ramp, and a portion of the existing slope, would be demolished as part of Alternative E. A replacement wall with an approximate length of 547 feet would be constructed. The replacement wall would tie in at the ends into the existing wall and at its widest point, the proposed wall would provide up to 165 additional feet of roadway space on the Glendale Boulevard on-ramp.

The existing catch basin on the off-ramp would be relocated to the edge of pavement of the proposed off ramp and the catch basin of the on-ramp would be relocated closer to the proposed median.

The proposed alternative would include one non-standard mandatory or advisory design feature. The proposed SR-2 median would be 27 feet while the advisory standard is 36 feet.

The estimated cost to design and construct this alternative is \$26.2 million.

Figure 1-9. Alternative E (Realign Ramps East – Retain Flyover and Overpass – Relocate Retaining Wall)



Source: Melendrez, 2008.

Alternative F: Hybrid Alternative (Preferred Alternative)

Alternative F, which has been identified as the preferred alternative, includes components of Alternatives A through E. Under this alternative, the existing flyover structure from southbound SR-2 to southbound Glendale Boulevard would be retained and, similar to Alternatives B through E, the southbound SR-2 exit ramp would be shifted east of the flyover, adjacent to the existing northbound on-ramp (see Figure 1-10 for a conceptual plan depicting the proposed configuration of the terminus; a complete set of conceptual plans that shows the improvements from south of the flyover to the I-5/SR-2 interchange is provided in Appendix I).

The flyover structure, similar to the existing condition, would continue to provide two traffic lanes for vehicles traveling southbound on SR-2 to southbound Glendale Boulevard. However, southbound Glendale Boulevard would be restriped, north and south of the flyover terminus, to allow the two flyover lanes to continue south along Glendale Boulevard through Alvarado Street rather than merging to one lane, just south of the terminus, as occurs under the existing condition.

The relocated SR-2 off-ramp that exits to northbound Glendale Boulevard would be reduced from two lanes under the existing condition, to one lane under Alternative F. Right-turns only would be permitted from the exit ramp onto the curb lane of a restriped northbound Glendale Boulevard.

The on-ramp to northbound SR-2 from northbound Glendale Boulevard would remain two lanes.

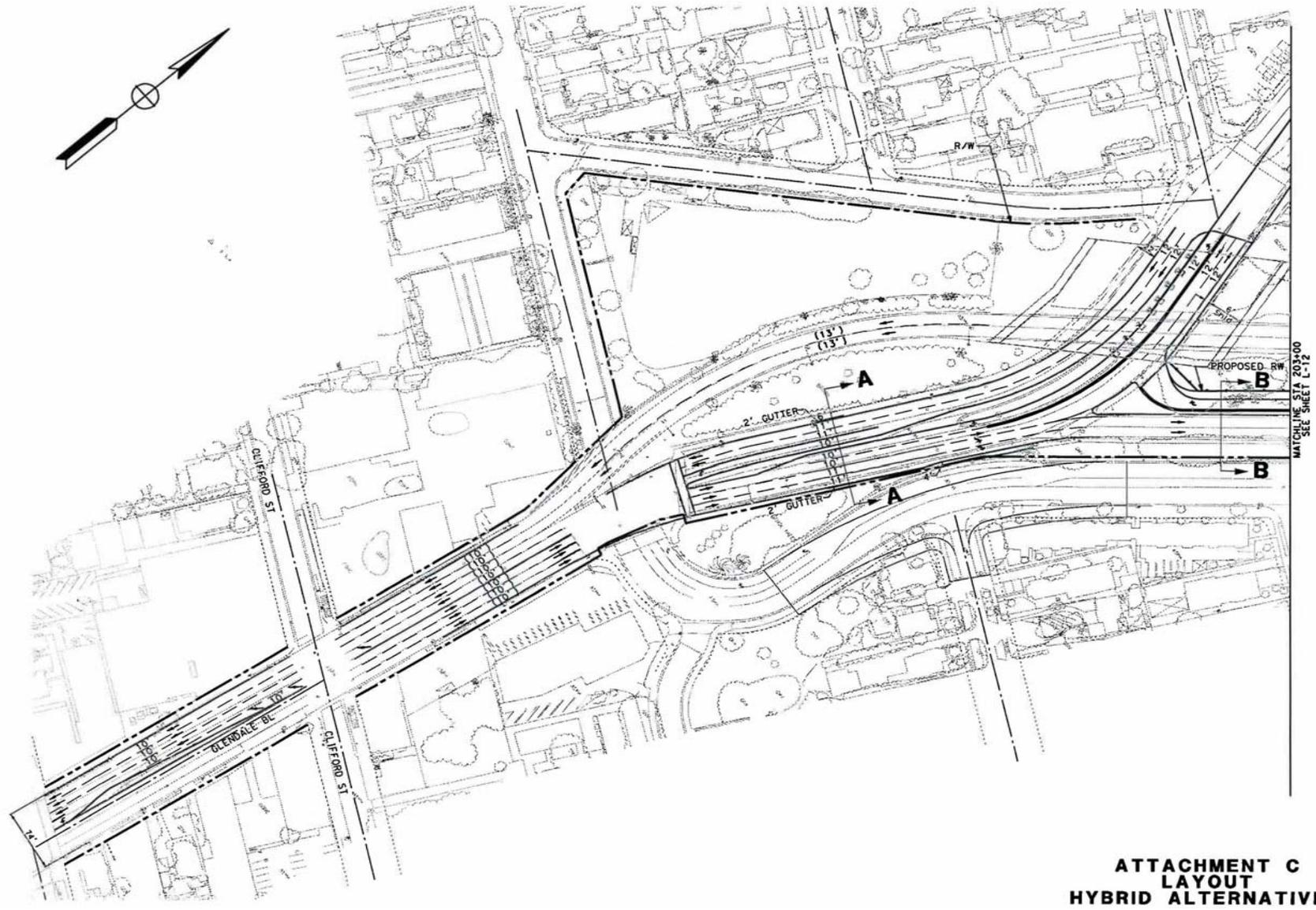
On northbound Glendale Boulevard, a left-turn lane to Waterloo Street would continue to be provided; however, the left-turn pocket would be extended south and would be barrier separated from the adjacent northbound Glendale Boulevard lanes to prevent southbound SR-2 exit ramp traffic from entering the left-turn pocket and turning left onto Waterloo.

The existing traffic signal at the exit ramp intersection with Glendale Boulevard and Waterloo Street would be modified.

Relocation of the exit ramps to the east would create approximately 2.6 acres of new open space west of the flyover structure and north of Glendale Boulevard. This open space area is currently within the State's right of way but could potentially be considered excess State land that could be transferred/conveyed to the City of Los Angeles at a later date. Subject to additional funding and transfer/conveyance of the land, this new open space area could be improved to provide additional community green space and pedestrian and bicycle paths that would connect Glendale Boulevard on the south with Oak Glen Place on the north.

Retaining the flyover and overpass structure would accommodate a potential future pedestrian connection from Tommy Lasorda Field of Dreams on the south to the new open space on the north. A safety barrier would be provided on the flyover to separate the flyover travel lanes from a potential future pedestrian connection to the west.

Figure 1-10. Alternative F (Hybrid Alternative)



**ATTACHMENT C
LAYOUT
HYBRID ALTERNATIVE**

In order to optimize the flow of southbound SR-2 traffic under the Hybrid Alternative, southbound SR-2 would be restriped from the I-5/SR-2 interchange south to the SR-2 terminus (see conceptual plans in Appendix I). Three traffic lanes would be provided on the southbound SR-2 overcrossing structure over I-5. The two lanes on the southbound I-5 to southbound SR-2 connector would merge to one lane, which would then merge with the outside, number 3, southbound SR-2 lane. The two outside lanes would continue south onto the flyover and the inside (number 1) lane would exit to northbound Glendale Boulevard.

The Hybrid Alternative would also include additional directional signage, north of the I-5/SR-2 interchange, and a “slow-down” package of improvements to manage traffic flow and speeds. These improvements would include metering signals that would be installed in each lane on the flyover structure to regulate traffic flow and radar-triggered advance warning message signs on southbound SR-2, south of the I-5/SR-2 interchange.

For safety reasons, the sidewalk on the east side of Glendale Boulevard, at the terminus, would be removed, similar to Alternatives B through E, and the sidewalk on the west side, where it passes under the flyover and overpass structure, would be widened and enhanced and additional lighting would be provided.

This alternative includes the following mandatory and advisory design features:

- Non-standard Mandatory Design Features:
 - The proposed median width, from the SR 2 terminus to 625 feet north of the SR-2 terminus, varies from 6 feet to 22 feet. This is less than the required 22 feet.
 - The proposed northbound Glendale Boulevard off-ramp exits to the left of the southbound SR 2 mainline. The standard requires exits to connect to the right of through traffic.
 - The proposed northbound Glendale Boulevard right shoulder under the flyover structure is 2 feet. This is less than the required 8 feet.
- Non-standard Advisory Design Features:
 - The proposed median width, from 625 feet north of terminus to 1,150 feet to the north, varies from 22 feet to 36 feet. This is less than the required 36 feet.
 - The proposed lane drop taper at the southbound I-5 freeway/Riverside Drive on-ramp to the southbound SR-2 freeway extends beyond the 6-foot point. The standard requires lane drop tapers not extend beyond the 6-foot point.
 - The proposed outer, separation width between northbound Glendale Boulevard on-ramp to SR-2 and Allesandro Street varies from 10 feet to 26 feet. This is less than the required 26 feet.

The estimated cost to design and construct this alternative is \$18.2 million. This cost includes the cost of constructing all roadway and structure improvements including soundwalls, landscaping, utility relocations, as well as the cost for engineering, construction management, and administration. It does not include the cost of any future improvements to the new open space area other than providing landscaping to Caltrans’ standards.

1.3.3 Identification of a Preferred Alternative

After the public circulation period, and after all comments received were considered, the Project Development Team developed and selected the Hybrid Alternative (Alternative F) as the Preferred Alternative. Alternative F meets the purpose and need of the proposed project. With the restriping of the southbound SR-2 lanes and southbound Glendale Boulevard, and other proposed improvements, Alternative F would better manage traffic flow by reducing overall vehicle delay through the terminus to a greater extent than the other build alternatives. By providing a barrier to prevent southbound SR-2 traffic exiting onto northbound Glendale Boulevard from turning left onto Waterloo Street, it would also be more effective than the other build alternatives in reducing cut-through traffic in local neighborhoods. Alternative F, similar to the other build alternatives, would also enhance accessibility and safety in the vicinity of the terminus by incorporating pedestrian improvements (e.g., widened sidewalks; elimination of the hazardous crosswalk and sidewalk on the east side of Glendale Boulevard) and by providing metering signals on the flyover and advance warning message signs on southbound SR-2 to manage traffic flow and speeds. These improvements and the additional open space that would be created by relocating the southbound SR-2 exit ramps would be compatible with existing residential and commercial uses in the immediate vicinity. In accordance with CEQA, since no unmitigable significant adverse impacts have been identified, Caltrans has prepared a Mitigated Negative Declaration (MND). Similarly, Caltrans has determined that the action does not significantly affect the environment and, as assigned by FHWA, Caltrans has issued a Finding of No Significant Impact (FONSI) in accordance with the NEPA.

1.3.4 Alternatives and Design Options Eliminated from further Consideration

Widen Direct Connector/Remove Exit Ramp

This alternative proposed to widen the southbound direct connector and remove the southbound exit ramp and movements to northbound Glendale Boulevard from southbound SR-2. This alternative would likely receive little or no public support due to the expanded use of the direct connector. Additionally, this alternative limits access to northbound Glendale Boulevard from SR-2. On April 11, 2001, the PDT determined that this alternative did not adequately meet the goals and objectives of the project.

Duane Street Extension

Variations of Alternatives B to E were considered in which Duane Street would be extended eastward to Glendale Boulevard at its intersection with Allesandro Street. The extension of Duane Street would cause added congestion along Glendale Boulevard. This is due to additional conflicting traffic movements and an additional traffic signal phase at the intersection of Glendale Boulevard and Allesandro Street. The added northbound left-turn lane would eliminate one northbound through lane on Glendale Boulevard, further reducing corridor capacity and increasing congestion. In addition, the extension of Duane Street would encourage “cut-through” traffic on Duane Street. On July 18, 2001, the PDT determined that this alternative did not adequately meet goals and objectives of the project.

Design Options

Through the project's outreach efforts, members of the local community have expressed a desire to explore other access and traffic control options at the SR-2 terminus. These suggestions included adding a left turn onto the SR-2 freeway from southbound Glendale Boulevard and a right-turn prohibition onto northbound Glendale Boulevard

The community suggested design options were considered and evaluated but are not recommended for implementation for the reasons identified below.

With a left-turn, the average vehicular delay for southbound Glendale Boulevard movements and northbound Glendale Boulevard right-turn movements to SR-2 would substantially increase.

A right-turn prohibition is not recommended by Metro, Caltrans, or LADOT, as the prohibition of the right turn (1) conflicts with Caltrans' truck route designation, (2) conflicts with FHWA policy not to restrict user access on a federally-funded facility, (3) would redirect traffic into neighborhoods, which conflicts with LADOT's traffic operations policy, (4) poses traffic enforcement issues for the Los Angeles Police Department, (5) restricts the demonstrated need for neighborhood access by residents, and (6) could redirect traffic to exit at the southbound SR-2 Fletcher Drive off-ramp. Prohibiting the SR-2 right-turn lane would merely shift the vehicles wanting to make that movement to other street segments accessing Glendale Boulevard. The traffic demand would remain and could result in unforeseen traffic impacts.

1.4 Other Local and Regional Improvements

The proposed project improvements focus on the area in the immediate vicinity of the SR-2 freeway terminus. Much of the congestion that occurs at the terminus and surrounding streets is a result of regional commuter traffic, and thus the proposed project is limited in its ability to resolve the larger transportation and mobility problems in the study area. To address regional commuter traffic issues, other improvements beyond the scope of this study are recommended and could include improvements at the I-5/SR-2 interchange and the Alvarado Street/Glendale Boulevard intersection as well as corridor wide transit improvements.

1.5 Areas of Controversy

No substantial areas of controversy were identified during the public scoping meetings and design workshops. However, several issues of concern or interest were repeatedly raised by individual members of the public during the alternatives development process and Draft IS/EA public review period (see Appendix H for public comments on the Draft IS/EA and responses to those comments). These included:

- opposition to any improvements that would increase roadway and freeway capacity resulting in additional traffic
- reduction in commuter traffic at the SR-2 terminus

- preservation of the existing flyover and overpass in its entirety for use as open space
- measures to alleviate neighborhood cut-through traffic
- excessive motorists speeds on Glendale Boulevard and surrounding streets
- improved bicycle and pedestrian access, and
- noise impacts.

1.6 Permits and Approvals Needed

Table 1-5. Permits and Approvals Needed

Permit/Approval	Agency	Status
Air Quality Conformity Determination	FHWA	Applicable documentation will be transmitted to FHWA after circulation of the Draft Environmental Document.
Right-of-Way Entry Permit	City of Los Angeles	Following project approval
NPDES	Regional Water Quality Control Board	Applicable documentation to be completed by contractor prior to construction.

Chapter 2. Affected Environment, Environmental Consequence, and Avoidance, Minimization and/or Mitigation Measures

As part of the scoping and environmental analysis conducted for the proposed project, the following environmental issues were considered, but no adverse impacts were identified. Consequently, there is no further discussion of these issues in this document:

- Coastal Zone
- Wild and Scenic Rivers
- Farmlands/timberlands

These issues are not discussed because the proposed project is not located within a coastal zone and there are no wild or scenic rivers and farmlands/timberlands in the general vicinity of the project area.

2.1 Human Environment

2.1.1 Existing and Future Land Use

Regulatory Setting

City of Los Angeles General Plan

The General Plan Framework Element for the City of Los Angeles is a strategy for long-term growth that sets a citywide context to guide the subsequent amendments of the City's community plans, zoning ordinances, and other pertinent programs. The Framework Element responds to State and federal mandates to plan for the City of Los Angeles' future. The Framework Element supersedes Concept Los Angeles and the citywide elements of the City of Los Angeles General Plan. In many respects, the Framework Element is an evolution of the Centers Concept, adopted in 1974, that provides fundamental guidance regarding the City's future.

The proposed project area falls within the Silver Lake-Echo Park-Elysian Valley Community Plan. The Silver Lake-Echo Park-Elysian Valley Community Plan is one of the 35-community plans that comprise the Land Use element of the City of Los Angeles General Plan. A detailed discussion of the Silver Lake-Echo Park-Elysian Valley Community Plan is provided below.

Silver Lake-Echo Park-Elysian Valley Community Plan

The Silver Lake-Echo Park-Elysian Valley Community Plan Area (Community Plan Area) is located north of downtown Los Angeles. The Community Plan Area encompasses 4,579 acres (7 square miles) and is surrounded by the Hollywood and Wilshire Community Plan Area to the west, Westlake Community Plan Area to the southwest, Central City North Community Plan

Area to the south, and the Northeast Community Plan Area to the north and east. The Community Plan Area encompasses 2% of the City's land area and approximately 42% of the land located within the Community Plan Area is designated for residential use. One distinguishing feature of this area is its fairly dense hillside neighborhoods, which are often characterized by steep slopes and narrow streets. Glendale Boulevard runs north and south, splitting the plan area in half.¹

Affected Environment

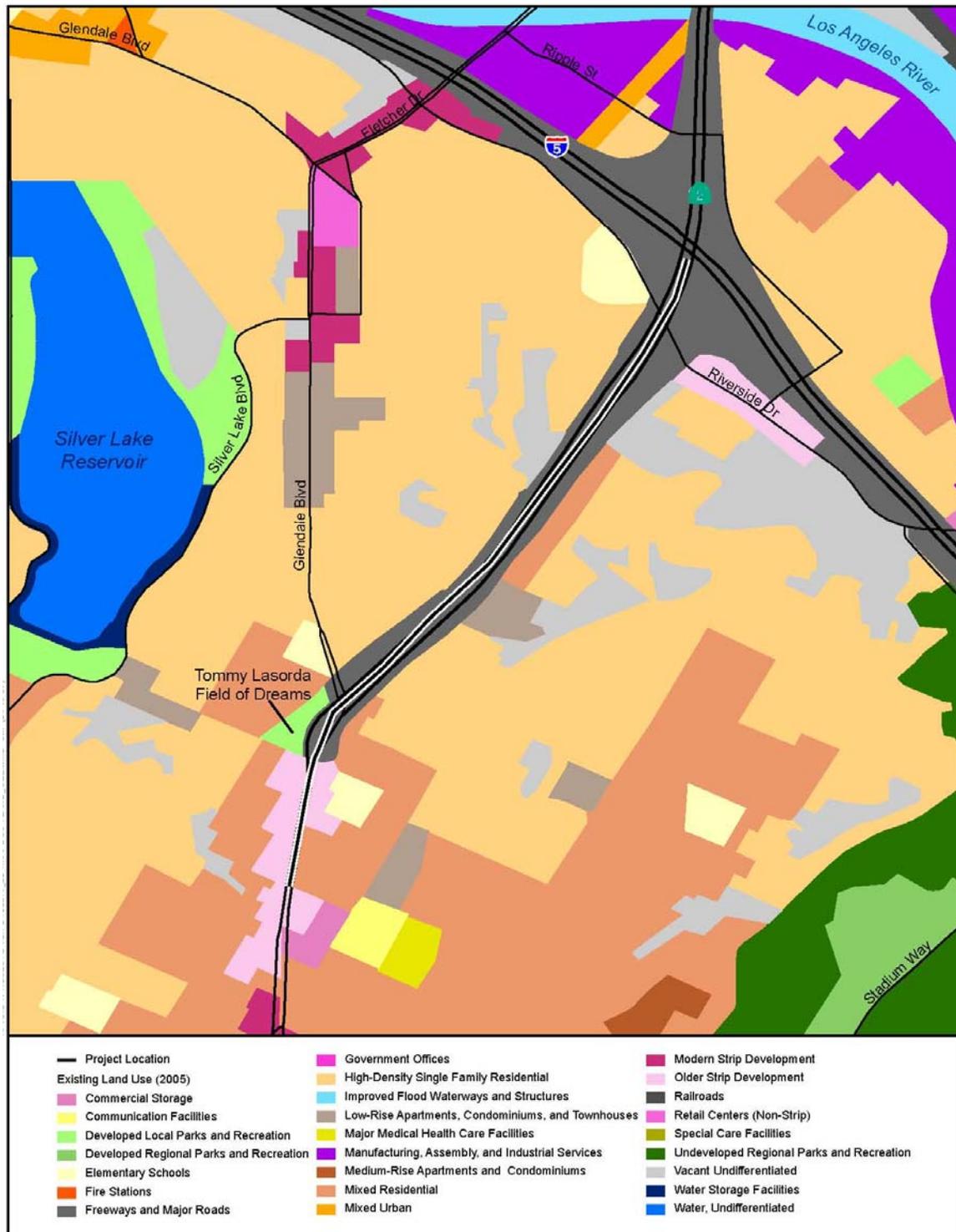
The information presented in this section is based primarily on the Community Impact Assessment (CIA) prepared for the proposed project (printed under separate cover). As shown in Figure 2-1, the project area encompasses a 1-mile-long section of SR-2, including the SR-2 freeway terminus, and is bordered by the communities of Silver Lake and Echo Park, within the City of Los Angeles.

The project area is highly developed with predominantly residential uses (see Figure 2-1, Existing Land Use). Adjacent land uses on either side of the SR-2 right-of-way consist of multiple-family and single-family residences. In addition, some commercial buildings, a park, a church, and other public facilities are located in the immediate vicinity of the SR-2 freeway terminus. Industrial uses are located north of the proposed project site, adjacent to I-5. SR-2 is a designated state freeway that runs generally from north to south in the project area, terminating on the south at Glendale Boulevard. Glendale Boulevard is designated by the City of Los Angeles as a Major Highway Class II.

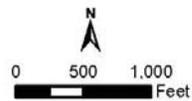
As described in Section 2.1.4 (Growth), the population of the City of Los Angeles is expected to increase to 4,309,625 by 2030, an increase of 17% over the year 2000 population level. The number of households is projected to increase to 1,637,475 by 2030, an increase of about 28% over the same 30-year period. The projected population in the project area in 2030 is 18,262, an increase of about 16.2% from the year 2000 population, while 7,829 households are projected in 2030, an increase of about 25.2% from 2000. To accommodate the expected population growth, the Silver Lake-Echo Park-Elysian Valley Community Plan proposes new development to be concentrated along identified Mixed Use Boulevards, in Neighborhood Districts, and in Community Centers. Adopted Mixed Use boulevards have been established along portions of Temple Street, Sunset Boulevard Cesar E. Chavez Avenue, Fountain Avenue, and Hyperion Avenue. Proposed Mixed Use Boulevards are located along other remaining portions of Sunset Boulevard and Temple Street. Adopted Neighborhood Districts and Community Centers include the Silver Lake Boulevard/Glendale Boulevard Neighborhood District; and the Sunset Boulevard/Glendale Boulevard, Sunset Boulevard/Echo Park Avenue, and Alvarado Street Community Centers. The former three community centers are proposed to be combined into one community center.

¹ Chapter I, Silver Lake-Echo Park-Elysian Valley Community Plan (I-1).

Figure 2-1. Existing Land Use



SOURCE: SCAG (2005); TeleAtlas (2006)



Environmental Consequences

Construction Impacts

No-Build Alternative (Baseline Alternative)

Under the No-Build Alternative, no construction would occur and consequently no adverse effects to land uses would occur.

Alternative A (Widen Existing Ramps – Maintain Overpass)

Alternative A would not displace residential, industrial, or commercial land uses, such as businesses. Construction activities associated with implementation of Alternative A would be contained largely within the existing public right-of-way and no relocations or changes in land use would occur. Although construction activities would result in temporary noise and air quality impacts that could affect nearby land uses, as well as traffic disruptions that could affect the local community, regional commuters, and access for emergency services, construction of Alternative A is not expected to result in substantial adverse land use impacts or substantially affect the overall pattern and rate of land use and development in the project area during the construction period.

Alternative B (Realign Ramp East – Remove Flyover and Part of Overpass)

Alternative B would not displace residential, industrial, or commercial land uses, such as businesses. However, Alternative B would require more extensive construction than Alternative A due to realignment of the SR-2 ramps and removal of the flyover and part of the overpass. This alternative would be similar to Alternative A in that construction activities would be largely contained within the existing public right-of-way, and temporary construction impacts would not have a substantial adverse effect on nearby land uses. Although definitive information on construction easements is not available at this time, it is likely that temporary construction easements may be required along Waterloo Street (to access the overpass/space on the south side of Glendale Boulevard next to the Tommy Lasorda Field of Dreams). These easements would be necessary only for the duration of construction and would not interfere substantially with the use of the affected parcels. Construction activities would be longer in duration than those under Alternative A due to the need for partial demolition of the overpass and result in temporary noise, air quality, and traffic effects, including lane closures and detours that would affect the local community, regional commuters, and access for emergency services. However, construction of Alternative B is not expected to result in substantial adverse land use impacts or affect the overall pattern and rate of land use and development in the project area during the construction period. No residential or business displacements would occur.

Alternative C (Realign Ramps East – Remove Overpass)

Alternative C would not displace residential, industrial, or commercial land uses, such as businesses. The construction impacts of Alternative C would be slightly greater, due to removal of the overpass, but generally similar to those of Alternative B. Demolition of the entire overpass would result in a longer construction period than that of Alternative B. In addition, demolition would result in greater or more extensive temporary noise, air quality, and traffic disruption impacts, including lane closures and traffic detours, that would affect the local community, regional commuters, and access for emergency services during the construction period. However,

as described in Sections 2.2.6, and 2.2.7, and 2.1.9, construction would not result in substantial adverse impacts in these areas and consequently no substantial adverse land use impacts or changes in the overall pattern and rate of land use and development in the project area are expected to occur.

Alternative D (Realign Ramps East – Maintain Overpass)

Alternative D would not displace residential, industrial, or commercial land uses, such as businesses. The construction impacts of Alternative D would be similar but slightly less than Alternative B since Alternative A would not result in removal of the overpass. Construction activities would result in temporary noise and air quality effects, and traffic disruption affecting the local community and regional commuters and emergency service access. No substantial adverse impacts would occur.

Alternative E (Realign Ramps East, Retain Overpass and Flyover, Relocate Retaining Wall)

Alternative E would not displace residential, industrial, or commercial land uses, such as businesses. The construction impacts of Alternative E would be slightly greater than those that would occur under Alternative D due to the relocation of the retaining wall along the eastside of SR-2, which may require construction easements. However, no substantial adverse impacts are anticipated.

Alternative F (Hybrid Alternative)

Similar to the other build alternatives, Alternative F, the preferred alternative, would not displace residential, industrial, or commercial land uses, such as businesses. The construction impacts would be slightly less than Alternatives B, C, and E because the overpass and flyover would remain and relocation of the retaining wall along the east side of SR-2 would not be required. No substantial adverse impacts would occur.

Operational Impacts

Operational impacts would occur if the proposed project would result in changes in land use or the pattern of development that are inconsistent with local plans and policies, introduce new land uses that are incompatible with surrounding uses or inconsistent with existing zoning and general plan designations, or result in impacts that would adversely affect adjacent land uses.

No-Build Alternative (Baseline Alternative)

Under the No-Build Alternative, the existing SR-2 facility's deficient conditions would continue to exist and no changes would occur to the existing or surrounding land uses. Consequently, no adverse effects to existing and future land uses would occur.

Alternative A (Widen Existing Ramps – Maintain Overpass)

Since the project involves transportation improvements to an existing transportation facility that would occur largely within existing public right-of-way, no substantial change in land use or the pattern of development in the area would occur. No substantial adverse operational impacts on adjacent land uses are anticipated (see Sections 2.2.5 and 2.2.6 for discussions of operational air quality and noise effects) and the proposed improvements would not be incompatible with land uses in the immediate surrounding area.

The need for reconfiguration of and improvements to the freeway terminus are a result of existing traffic and land use patterns. The existing deficiencies are identified as a community issue in the Community Plan. Alternative A would widen the existing freeway ramps to better manage and improve traffic flow, which would be consistent with the transportation goals, objectives, and policies of local community and mobility plans. This alternative would, however, retain the flyover and its associated hazards due to vehicles traveling at high speeds on the flyover then merging with slower traffic travelling southbound on Glendale Boulevard.

Alternative B (Realign Ramp East – Remove Flyover and Part of Overpass)

The operational land use impacts of Alternative B would be similar to those identified above for Alternative A but this alternative would also eliminate the flyover and provide a new signal at the terminus thereby improving pedestrian and vehicular safety. This alternative would also provide the opportunity for additional open space, which would have a beneficial land use effect by providing a buffer between the freeway and residential uses to the northwest and by supporting the goal and policy of the local community plan to preserve and develop new open space (Objective 5.1) and to “encourage the retention of passive and visual open space that provides a balance to the urban development of the plan area” (Policy 5-1.1). Consequently, no substantial adverse operational land use effects would occur.

Alternative C (Realign Ramps East – Remove Overpass)

The operational impacts of Alternative C would be similar to those identified above for Alternative B.

Alternative D (Realign Ramps East – Maintain Overpass)

The operational impacts of Alternative D would be similar to those for Alternative B but slightly more open space could be created by maintaining the existing overpass.

Alternative E (Realign Ramps East, Retain Overpass and Flyover, Relocate Retaining Wall)

The operational impacts of Alternative E would be the similar to those that would occur under Alternative D.

Alternative F (Hybrid Alternative)

The operational impacts of the preferred alternative, Alternative F, would be similar to those of Alternatives B through E though slightly less open space would be created since the flyover would remain in place for use by motor vehicles.

Avoidance, Minimization, and/or Mitigation Measures

Because none of the proposed build alternatives would result in substantial adverse land use effects, no avoidance, minimization, and/or mitigation measures are required.

2.1.2 Consistency with State, Regional, and Local Plans and Programs

Regulatory Setting

Southern California Association of Governments Regional Comprehensive Plan and Guide

The Regional Comprehensive Plan (RCP) was developed by the Southern California Association of Governments (SCAG) in partnership with 13 subregions and adopted in 2008. SCAG is the metropolitan planning organization for six counties in Southern California: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. According to the RCP, SCAG projects that 24 million people will reside in the six-county SCAG region by 2035. The RCP is intended to be a problem-solving guidance document that directly responds to challenges facing Southern California as identified in the annual State of the Region report card. It responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving inter-related housing, traffic, water, air quality, and other regional challenges. The RCP is a structured policy framework that links broad principles to an action plan that moves the region towards balanced goals. It includes vision statements and guiding principles based on the region's adopted Compass Growth Vision Principles for Sustaining a Livable Region. These statements further articulate how the RCP can promote and sustain the region's mobility, livability, and prosperity for future generations.

Southern California Association of Governments 2008 Regional Transportation Plan

The Regional Transportation Plan (RTP) is a long-term (minimum of 20 years) vision document that outlines transportation goals, objectives, and policies for the SCAG region. Every three years, SCAG revises the RTP with updated information and new environmental clearance. The 2008 RTP was adopted on May 8, 2008 and was given a conformity determination on June 5, 2008. The update reflects population, housing, employment, environmental, land use forecasts, and technology changes. This regional planning document is required by a number of state and federal mandates and requirements. The 2008 RTP is a \$531.5 billion plan that emphasizes the importance of system management, goods movement, and innovative transportation financing. The proposed SR-2 Terminus Project is included in the SCAG 2008 RTP as Project # LA990351.

SCAG 2008 Regional Transportation Improvement Program

SCAG's 2008 Regional Transportation Improvement Program (RTIP) is a capital listing of transportation projects proposed over a *six*-year period—fiscal years 2008/2009 to 2013/2014. The RTIP must include all transportation projects that require federal funding as well as all regionally significant transportation projects for which federal approval (by the Federal Highway Administration [FHWA] or the Federal Transit Administration [FTA]) is required, regardless of funding source. The proposed project is also included in the SCAG 2008 RTIP and listed on page 37 of Los Angeles County Local Projects as Project ID LA990351. All projects incorporated into the 2008 RTIP are consistent with current RTP policies, programs, and projects.

City of Los Angeles General Plan

Please see the discussion above under Section 2.1.1.

Silver Lake-Echo Park-Elysian Valley Community Plan

The role of the Silver Lake-Echo Park-Elysian Valley Community Plan is to help guide decisions regarding land use, building design and character, open space, housing, conservation and development, provision of supporting infrastructure and public and human services, protection of environmental resources and protection of residents from natural and man-made hazards.² The Community Plan helps ensure that sufficient land is designed to provide for the housing, commercial, employment, education, recreational, cultural, social, and aesthetic needs of the residents of the plan area.

Several planning goals, objectives, policies, and programs have been organized by land use category in the Community Plan to assist in enhancing quality of life and preserving neighborhood character.

Specific relevant transportation issues identified in the Silver Lake-Echo Park-Elysian Valley Community Plan include the following:

- Major boulevards are used as thoroughfares by commuter traffic cutting through the Plan area to avoid freeway traffic en route to downtown.
- Residential neighborhood streets are being used to avoid traffic on congested major thoroughfares, disturbing quality of life and making neighborhood streets unsafe for children and pedestrians.
- Traffic congestion and circulation issues in the Plan area should reflect regional transportation problems and citywide deficiencies in multi-modal transit options.
- There is a need to find long-term, workable solutions to congestion on Glendale Boulevard and the Glendale Freeway Terminus.

Specific goals, objectives, and policies of the Community Plan that are relevant to the proposed project include:

- Goal 5: A community with sufficient open space in balance with new development to serve the recreational, environmental, and health needs of the community.
 - Objective 5-1: Preserve existing and develop new open space resources
 - Policy 5-1.1: Encourage the retention of passive and visual open space which provides a balance to the urban development of the Plan area.

² Chapter 2 Silver Lake-Echo Park-Elysian Valley Community Plan (II-2)

- Policy 5-1.4: Recognize the Plan area’s considerable urban forest, in both the public and private realms, as a feature which greatly contributes to its character and the quality of life enjoyed by residents by encouraging streetscape, greenways and the incorporation of green space within the urban form, as feasible.
- Goal 12: A system of highways, freeways and streets that provides adequate circulation to support existing, approved and planned land uses and maintains a desired level of service at all intersections.
- Objective 13-1: To comply with citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.
- Policy 13-1.1: Maintain a satisfactory LOS for streets and highways that should not exceed LOS D for Major Highways, Secondary Highways, and Collector Streets. If existing levels of service are LOS “E” or LOS “F” on a portion of a highway or collector street, then the level of service for future growth should be maintained at LOS “E.”
- Program: Implement a variety of regional capital improvements that will alleviate the impacts of commuter traffic in the Plan area and improve internal circulation.
 - Glendale Freeway Terminus at Glendale Boulevard – reconfiguration of the Glendale Freeway terminus to reduce speeds as the traffic enters Glendale Boulevard. Alternatives are currently being studied by LACMTA and a preferred alternative aligns the southbound off-ramp to the east to intersect Glendale Boulevard in a single signalized intersection adjacent to the northbound on-ramp. The right-of-way occupied by the existing off-ramp, as envisioned in this alternative, would be used as open space.
 - I-5/Glendale Freeway – improvement to the interchange to improve access to Downtown Los Angeles from the southbound I-5. This project, which would alleviate traffic on Glendale Boulevard and other arterial highways, is listed in the 2001 Long Range Transportation Plan (LRTP) as a “Priority Freeway Improvement Project,” to be funded by 2010.

Environmental Consequences

Construction Impacts

No-Build Alternative (Baseline Alternative)

The No-Build Alternative would not alter the existing conditions at the proposed project site. Thus, no construction activities would be conducted at the project site, and no adverse effects would occur as a result of regional or local plan inconsistencies.

Alternatives A to F

Construction activities would be conducted in accordance with the City's General Plan policies and guidelines as well as in accordance with Caltrans guidelines. As such, no plan inconsistencies are expected to occur during the construction periods of the proposed build alternatives.

Operational Impacts

No-Build Alternative (Baseline Alternative)

Under the No-Build Alternative, no improvements would be made to the existing terminus. As a consequence, no traffic management, safety, or open space improvements would occur and this alternative would do nothing to further the relevant goals of the Community Plan, as noted above.

Alternative A (Widen Existing Ramps – Maintain Overpass)

This alternative would improve traffic operations at the on- and off-ramps (see Section 2.1.10 for a detailed discussion of traffic impacts). It would retain the flyover and its associated safety hazards due to vehicles traveling at high speeds on the flyover then merging with slower traffic travelling southbound on Glendale Boulevard. Although this alternative would not result in substantial adverse land use impacts due to inconsistencies with local plan objectives, policies, and programs, it would not be as consistent as the other build alternatives below.

Alternative B (Realign Ramp East – Remove Flyover and Part of Overpass)

This alternative would eliminate the flyover and provide a new signal at the realigned ramp terminus. Consequently, it would generally be consistent with the relevant goals, objectives, policies, and programs of the Community Plan identified above.

Alternative C (Realign Ramps East – Remove Overpass)

Similar to Alternative B, this alternative would generally be consistent with the relevant Community Plan goals, objectives, policies, and programs. This alternative would result in slightly less open space than Alternative B due to removal of the overpass but, unlike Alternative B, it would provide sufficient space for a landscaped median on SR-2 at the freeway terminus.

Alternative D (Realign Ramps East – Maintain Overpass)

This alternative, similar to the other build alternatives, would generally be consistent with and supportive of the relevant goals, objectives, policies, and programs of the local Community Plan. This alternative would provide more open space than Alternative C though it would also result in substandard roadway design features, e.g., inadequate shoulder widths at the freeway terminus, which would pose a potential safety hazard by limiting access for emergency vehicles. Additionally, the proposed landscaped median on SR-2 would terminate farther north of the terminus due to the constrained roadway width.

Alternative E (Realign Ramps East, Retain Overpass and Flyover, Relocate Retaining Wall)

This alternative would be similar to Alternative D but would relocate the retaining wall located on the eastside of SR-2 in order to provide sufficient shoulder width to meet Caltrans standards.

Alternative F (Hybrid Alternative)

Alternative F, the preferred alternative, would reduce travel time and delay at the terminus in the peak hours compared to the other build alternatives, especially in a.m. peak hour (see Section 2.1.10 for a detailed discussion of traffic impacts). Similar to the other build alternatives, this alternative would generally be consistent with the relevant Community Plan goals, objectives, policies, and programs. This alternative would result in slightly less open space than Alternatives B through E since the flyover would remain in place for use by motor vehicles. It would also not provide sufficient space for a landscaped median on SR-2 where it terminates at Glendale Boulevard (median landscaping can be provided north of the terminus).

Avoidance, Minimization, and/or Mitigation Measures

Because none of the proposed build alternatives would result in substantial adverse inconsistencies with local land use plans, no avoidance, minimization, and/or mitigation measures are required.

2.1.3 Parks and Recreation

Affected Environment

The proposed project is located in an urban residential setting. Several parks are located in the general project area though only Tommy Lasorda Field of Dreams is located in close proximity to the project site. Table 2-1 shows the park and recreational facilities located in the general vicinity of the proposed project.

Table 2-1. Park and Recreational Facilities

Name	Address	Distance from Project (miles)
Elysian Valley Recreational Center Park	1811 Ripple Street	0.96
Elysian Park	1880 Academy Drive	0.73
Silver Lake Reservoir	1850 West Silver Lake Drive	0.55
Silver Lake Recreation Center	1850 West Silver Lake Drive	0.44
Tommy Lasorda Field of Dreams	Corner of Duane Street and SR-2	Adjacent

Source: ICF Jones & Stokes, 2008.

The Tommy Lasorda Field of Dreams (field) is a 1.8-acre field located adjacent to the SR-2 terminus (see Figure 2-2). The facility is owned by Caltrans but is currently leased to the City of Los Angeles for a 10-year term, from 2006 to 2016. Access to the field is restricted and entry is allowed by permits issued by the City of Los Angeles Department of Recreation and Parks at a rate of \$16 per hour. The field has a baseball diamond (two dugouts, backstop), one set of concrete and wooden bleachers with shade canopies, a cargo storage bin, three picnic tables, a wooden scoreboard, two Porta-Potties, a drinking fountain, and a water system box. The greatest use of the facility occurs from April to July; the field is used Monday through Friday from 5 to 7 p.m. and Saturdays from 9 a.m. to 2 p.m. for Silver Lake Recreation Center baseball practice and games. There is no nighttime lighting equipment installed at the field.

Environmental Consequences

Construction Impacts

No-Build Alternative (Baseline Alternative)

Under the No-Build Alternative, the intersection of the Glendale Freeway and Glendale Boulevard would continue to operate as is. Nearby parks, including the Tommy Lasorda Field of Dreams, would not be affected.

Figure 2-2. Location of Tommy Lasorda Field of Dreams (Section 4(f) Resource)



SOURCE: TeleAtlas (2006); NAIP Imagery (2005)

Source: ICF Jones & Stokes, 2008.

Alternatives A to F

Construction activities would be limited to the existing roadway areas and public rights-of-way. No construction activities would occur on the Tommy Lasorda Field of Dreams and construction staging and the construction zone for the build alternatives would be located outside the field. The field is currently fenced, and there would not be encroachment of the field by any construction activities. Although construction activities would generate dust and create noise, construction activities would generally be limited to daytime hours on weekdays thus avoiding potential conflicts with recreational activities at the facility. The proposed build alternatives would not result in any permanent or temporary disruptions of recreational activities at the field. Additionally, pedestrian and vehicular access to the field and to the park would be maintained during construction of the proposed build alternatives. As such, no substantial adverse effects to parks and no use of Section 4(f) park resources would occur (see Appendix B for Resources Evaluated Relative to the Requirements of Section 4(f)).

Operational Impacts

No-Build Alternative (Baseline Alternative)

Under the No-Build Alternative, the intersection of the Glendale Freeway and Glendale Boulevard would continue to operate as is. Nearby parks, including the Tommy Lasorda Field of Dreams, would not be affected.

Alternative A (Widen Existing Ramps – Maintain Overpass)

Alternative A would not result in “use” of a Section 4(f) resource and therefore, the provisions of Section 4(f) are not triggered; please see Appendix B for Resources Evaluated Relative to the Requirements of Section 4(f). Alternative A would not require any permanent use (acquisition) of the Tommy Lasorda Field of Dreams. The Tommy Lasorda Field of Dreams would continue to function as a recreational area under all of the build alternatives. The types of athletic activities (baseball, softball games, etc.) that take place at the field do not require quiet surroundings. No substantial adverse noise impacts on park users were identified, and no soundwalls are proposed in the vicinity of the field. Further, this alternative would not have aesthetic effects that would substantially impair the protected activities, features, and attributes that qualify this resource for protection under Section 4(f). Finally, this alternative would not affect access to the Tommy Lasorda Field of Dreams. As such, no adverse effects to parks and no use of Section 4(f) park resources in the project area would occur as a result of Alternative A. This alternative, however, would retain the flyover in close proximity to Tommy Lasorda Field of Dreams for use by vehicles traveling southbound on SR-2.

Alternatives B to F

These proposed build alternatives would provide the potential for additional pedestrian accessible open space and green recreation areas. Therefore, these alternatives would have a potential beneficial effect on parks and recreational resources. Alternatives D and E would provide the greatest potential for open space among the build alternatives by eliminating the flyover and retaining the overpass for use as open space. The preferred alternative would provide slightly less open space since the flyover would remain and continue to be used by motor vehicles traveling southbound on SR-2 to southbound Glendale Boulevard.

Similar to Alternative A, the five build alternatives, including the preferred alternative, Alternative F – Hybrid Alternative, would not result in new adverse operational effects on existing park and recreational areas including the Tommy Lasorda Field of Dreams and no use of Section 4(f) park resources would occur.

Avoidance, Minimization, and/or Mitigation Measures

Because none of the build alternatives would result in adverse effects, no avoidance, minimization, and/or mitigation measures are required.

2.1.4 Growth

Regulatory Setting

The Council on Environmental Quality (CEQ) regulations, which implement the National Environmental Policy Act of 1969, require evaluation of the potential environmental consequences of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations, 40 CFR 1508.8, refer to these consequences as secondary impacts. Secondary impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

The California Environmental Quality Act (CEQA) also requires the analysis of a project's potential to induce growth. CEQA guidelines, Section 15126.2(d), require that environmental documents "...discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment..."

Affected Environment

The project area is highly developed with predominantly residential uses. Adjacent land uses on either side of the SR-2 and Glendale Boulevard right-of-way consist of multiple-family and low-density residences, apartment complexes, commercial buildings, industrial buildings, a park, and public facilities.

A Community Impact Assessment (CIA) was prepared for the project to evaluate the growth and community impacts of the project in detail. According to SCAG's 2004 Regional Transportation Plan (adopted April 2004), the population of the County of Los Angeles in 2030 is projected to be 12,221,799, an increase of about 28% over 2000. The number of households in the County of Los Angeles is projected to be 4,120,270 in 2030, or about 31% greater than in 2000. The population of City of Los Angeles is expected to increase by a 17% over the year 2000 level to 4,309,625 in 2030, while the number households are projected at 1,637,475, an increase of about 28% in the same 20-year period. The combined population of block groups in the census tracts in the study area (Block groups 2 and 3 of Tract 1873, Block Groups 1 and 2 of Tract 1955, Block Group 2 of Tract 1974.10, and Block Group 1 of Tract 1974.20) is projected to be 18,262 in 2030, an increase of about 16.2% from 2000. The number of households in 2030 for the study area is projected to be 7,829, an increase of about 25.2%.

Environmental Consequences

Construction Impacts

No-Build Alternative (Baseline Alternative)

Since the No-Build Alternative does not involve any construction, no construction related growth impacts would occur.

Alternatives A to F

No displacements would occur as a result of the build alternatives. Temporary construction easements may be required during the construction period but they would not interfere with existing or future land uses in the project area or alter growth and development patterns. Construction of the build alternatives is unlikely to induce any substantial growth in terms of population or housing since most workers would be drawn from the existing large pool of workers in the greater metropolitan Los Angeles area and it is expected few, if any workers, would relocate their households as a result project related employment. Therefore, no adverse growth related environmental impacts are expected as a result of construction activities.

Operational Impacts

No-Build Alternative (Baseline Alternative)

Since no construction is proposed at the SR-2 terminus under the No-Build Alternative, no growth-inducing effects would occur.

Alternatives A to F

The build alternatives, including the preferred alternative, Alternative F – Hybrid Alternative, would reconfigure the SR-2 terminus to better manage traffic flow and improve safety. These improvements would be made to existing freeway and roadway facilities in the immediate vicinity of the SR-2 terminus, in a developed urban area, and would not substantially increase the traffic capacity of the existing facilities. The proposed improvements would not provide new roads in an area not previously served by roads or improve accessibility to and from areas previously not accessible by roads. As such, the proposed build alternatives would not induce or influence growth in terms of population or housing or alter the existing pattern and rate of population and housing growth in the project area.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.1.5 Community Impacts

Regulatory Setting

NEPA established that the federal government use all practicable means to ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings [42 U.S.C. 4331(b)(2)]. The Federal Highway Administration in its implementation of NEPA [23 U.S.C. 109(h)] directs that final decisions regarding projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

Under CEQA, an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical changes to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

Affected Environment

The information presented in this section is based primarily on the Community Impact Assessment prepared for the proposed project (printed under separate cover). The predominant land use within the project area is residential, with a mix of single- and multi-family residential units. St. Teresa's Church and School are located in the immediate vicinity of the SR-2 terminus. Commercial uses are located along Glendale Boulevard south of the SR-2 terminus. Residential neighborhoods in the immediate vicinity were established in the late 1800s and at the turn of the last century and, at their inception, were associated with the film studios in the area. Due to its proximity to downtown and good freeway access, the neighborhood is now popular with young professionals.

The combined population of the block groups in the census tracts in the study area (Block groups 2 and 3 of Tract 1873, Block Groups 1 and 2 of Tract 1955, Block Group 2 of Tract 1974.10, and Block Group 1 of Tract 1974.20) was 15,719 in 2000. The study area population is projected to increase to 18,262 in 2030, an increase of approximately 16.2%; the number of households in the proposed project area is projected to increase by approximately 25.2% over the same 30-year period. Table 2-2 provides the existing regional and local population characteristics, and Figure 2-3 shows the study area.

According to the 2000 U.S. census, of the total housing units, 94.1% were occupied and 5.9% were vacant, generally resembling the housing tenure characteristics for Los Angeles County and the City of Los Angeles. Of the total number of occupied housing units, 38.5% were owner-occupied units and 61.5% were rented. In the study area, the percentage of owner-occupied housing units was similar to the City of Los Angeles, but less than the number in the county. Table 2-3 and Table 2-4 present the regional and local housing characteristics.

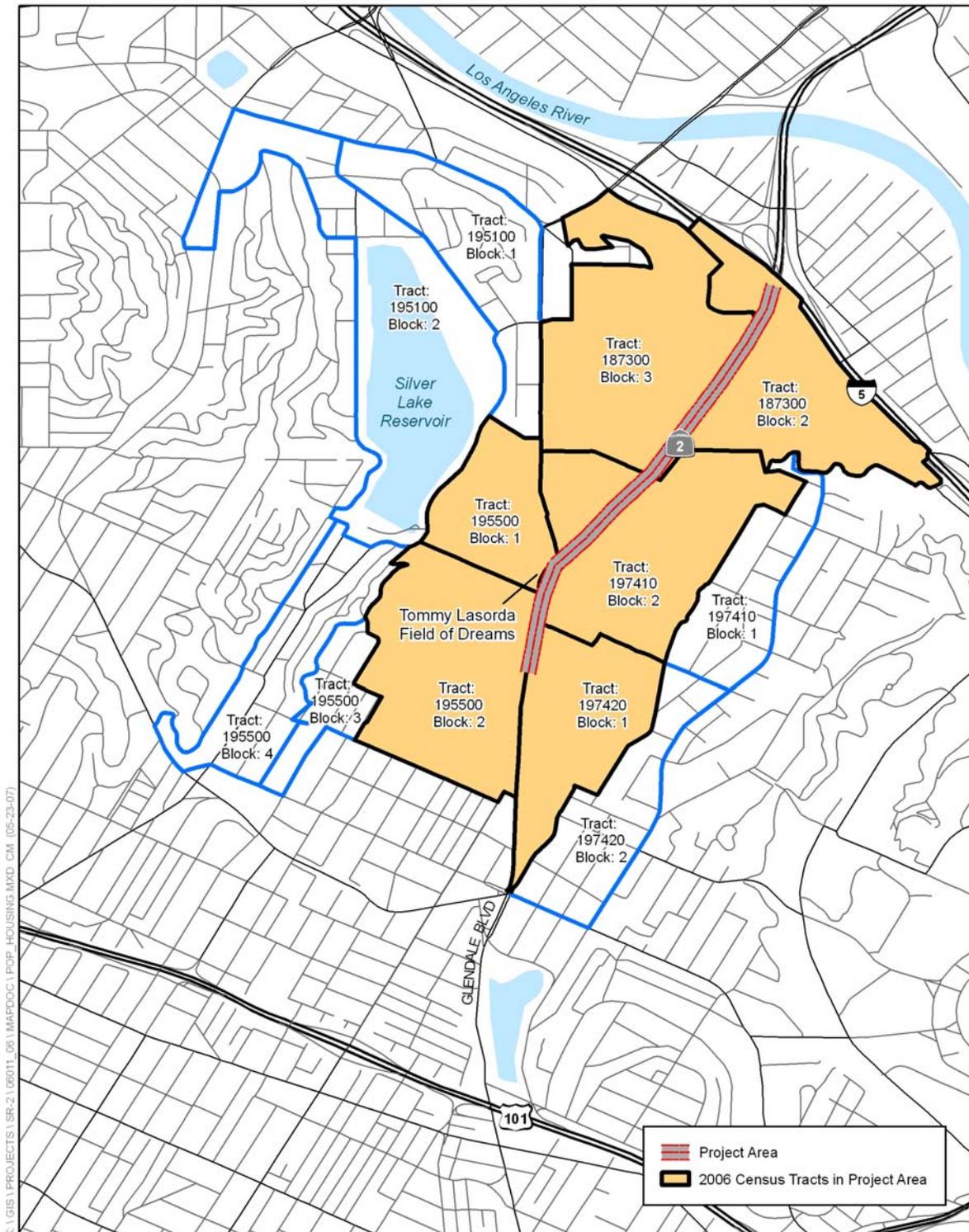
Table 2-2. Existing Regional and Local Population Characteristics – Age (2000)

Area	Total Population	Age			
		Under 18	%	65 and over	%
County of Los Angeles	9,519,338	2,667,976	28.03%	926,673	9.7%
City of Los Angeles	3,694,820	981,311	26.6%	357,129	9.7%
Study Area	15,719	3,306	21.0%	1,419	9.0%
Census Tract 1873	3,390	535	15.8%	312	9.2%
Block Group 2	411	104	25.3%	16	3.9%
Block Group 3	1,775	245	13.8%	73	4.1%
Census Tract 1955	5,228	951	18.29%	529	10.1%
Block Group 1	776	117	15.1%	87	11.2%
Block Group 2	2,324	543	23.4%	97	4.2%
Census Tract 1974.10	2,936	644	21.9%	235	8.0%
Block Group 2	1,748	354	20.3%	145	8.3%
Census Tract 1974.20	4,165	1176	28.2%	343	8.2%
Block Group 1	1,898	513	27.0%	54	2.8%

Source: Table P12, Summary File 1, U.S. Census 2001.

Data from the 2000 U.S. census indicate that per capita income for the study area population was slightly higher than Los Angeles County and City of Los Angeles per capita income levels. Within the study area, the range of per capita incomes was quite large. Also, the percentage of people below the poverty threshold was 16.5%, which is lower than the percentage in the City of Los Angeles and Los Angeles County. Three of the four census tracts making up the study area had lower percentages of persons below the poverty threshold (13.4% in Census Tract 1873, 14.6% in Census Tract 1955, and 17.7% in Census Tract 1974.10) than the percentage reported for either the County of Los Angeles (17.9%) or the City of Los Angeles (22.1%). However, Census tract 1974.20 had higher percentage of population below poverty level (20.6%) than the County although Block Group 1 of census Tract 1974.20, which is adjacent to the project site, has a lower percentage of population below poverty level at 15.9%. (Note: The 1999 poverty threshold used for the 2000 U.S. census data, as defined by the U.S. Census Bureau, was \$8,501 for an individual and \$17,029 for a family of four). Table 2-5 shows the Existing Regional and Local Population Characteristics – Income/Poverty (2000).

Figure 2-3. Population and Housing Study Area



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SOURCE: GDT (2006)

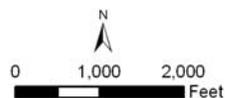


Table 2-3. Existing Regional and Local Housing Characteristics—Occupancy (2000)

Area	Total Units	Occupied Units	%	Vacant Units	%	Persons Per Household
County of Los Angeles	3,270,909	3,133,774	95.8%	137,135	4.2%	2.98
City of Los Angeles	1,337,706	1,275,412	95.3%	62,294	4.7%	2.83
Study Area	6,644	6,255	94.1%	389	5.9%	2.51
Census Tract 1873	1,611	1,515	94.0%	96	6.0%	2.20
Block Group 2	152	145	95.4%	7	4.6%	2.83
Block Group 3	920	851	92.5%	69	7.5%	2.09
Census Tract 1955	2,380	2,253	94.7%	127	5.3%	2.32
Block Group 1	388	367	94.6%	21	5.4%	2.1
Block Group 2	858	817	95.2%	41	4.8%	2.84
Census Tract 1974.10	1,281	1,191	92.97%	90	7.0%	2.47
Block Group 2	791	739	93.4%	52	6.6%	2.37
Census Tract 1974.20	1,372	1,296	94.5%	76	5.5%	3.11
Block Group 1	609	575	94.4%	34	5.6%	3.15

Source: Tables P17 and H3, Summary File 1, U.S. Census 2001.

Table 2-4. Existing Regional and Local Housing Characteristics—Tenure (2000)

Area	Total Units	Occupied Units	Owner Occupied Units	%	Renter Occupied Units	%
County of Los Angeles	3,270,909	3,133,774	1,499,744	47.9%	1,634,030	52.1%
City of Los Angeles	1,337,706	1,275,412	491,882	38.6%	783,530	61.4%
Study Area	6,644	6,255	2,408	38.5%	3,847	61.5%
Census Tract 1873	1,611	1,515	615	40.6%	900	59.4%
Block Group 2	152	145	60	41.4%	85	58.6%
Block Group 3	920	851	424	49.8%	427	50.2%
Census Tract 1955	2,380	2,253	894	39.68%	1,359	60.32%
Block Group 1	388	367	126	34.33%	241	65.67%
Block Group 2	858	817	336	41.1%	481	58.9%
Census Tract 1974.10	1,281	1,191	562	47.19%	629	52.81%
Block Group 2	791	739	373	50.47%	366	49.53%
Census Tract 1974.20	1,372	1,296	337	26.0%	959	74.0%
Block Group 1	609	575	172	29.9%	403	70.1%

Source: Table H4, Summary File 1, U.S. Census 2001.

Table 2-5. Existing Regional and Local Population Characteristics—Income/Poverty (2000)

Area	Population for Whom Poverty Status Is Determined	Below Poverty Threshold	%	Per Capita Income (\$)
County of Los Angeles	9,349,771	1,674,599	17.9%	20,683
City of Los Angeles	3,622,606	801,050	22.1%	20,671
Study Area	15,567	2,564	16.5%	22,672
Census Tract 1873	3,386	452	13.4%	32,598
Block Group 2	395	41	10.4%	19,175
Block Group 3	1823	259	14.2%	39,735
Census Tract 1955	5,215	762	14.6%	26,278
Block Group 1	681	40	5.9%	44,737
Block Group 2	2458	456	18.6%	19,886
Census Tract 1974.10	2,953	522	17.7%	22,004
Block Group 2	1,830	229	12.5%	22,570
Census Tract 1974.20	4,013	828	20.6%	10,537
Block Group 1	1,809	288	15.9%	11,461

Source: Tables P82 and P87, Summary File 3, U.S. Census 2001.

School services are provided by several entities within the area. Los Angeles Unified School District (LAUSD) staff has reported that, under normal conditions, approximately 88 LAUSD bus routes traverse the vicinity of the SR-2 terminus. The buses travel on these designated routes throughout the day and serve approximately 74 schools within the City of Los Angeles and in the San Fernando Valley.³ A private school, Saint Teresa of Avila School (St. Teresa) located on the northwest corner of Glendale Boulevard and Fargo Street, is located adjacent to the proposed project site.

Community facilities that serve the project area are listed in Table 2-6 and depicted in Figure 2-4.

Environmental Consequences

Construction Impacts

No-Build Alternative (Baseline Alternative)

Under the No-Build Alternative, no construction activities are proposed and, consequently, there would be no effects on the community.

³ Per Comm. with Natalie Blasco of Planning Department, LAUSD via telephone on April 12, 2007.

Table 2-6. Study Area Community Facilities and Services

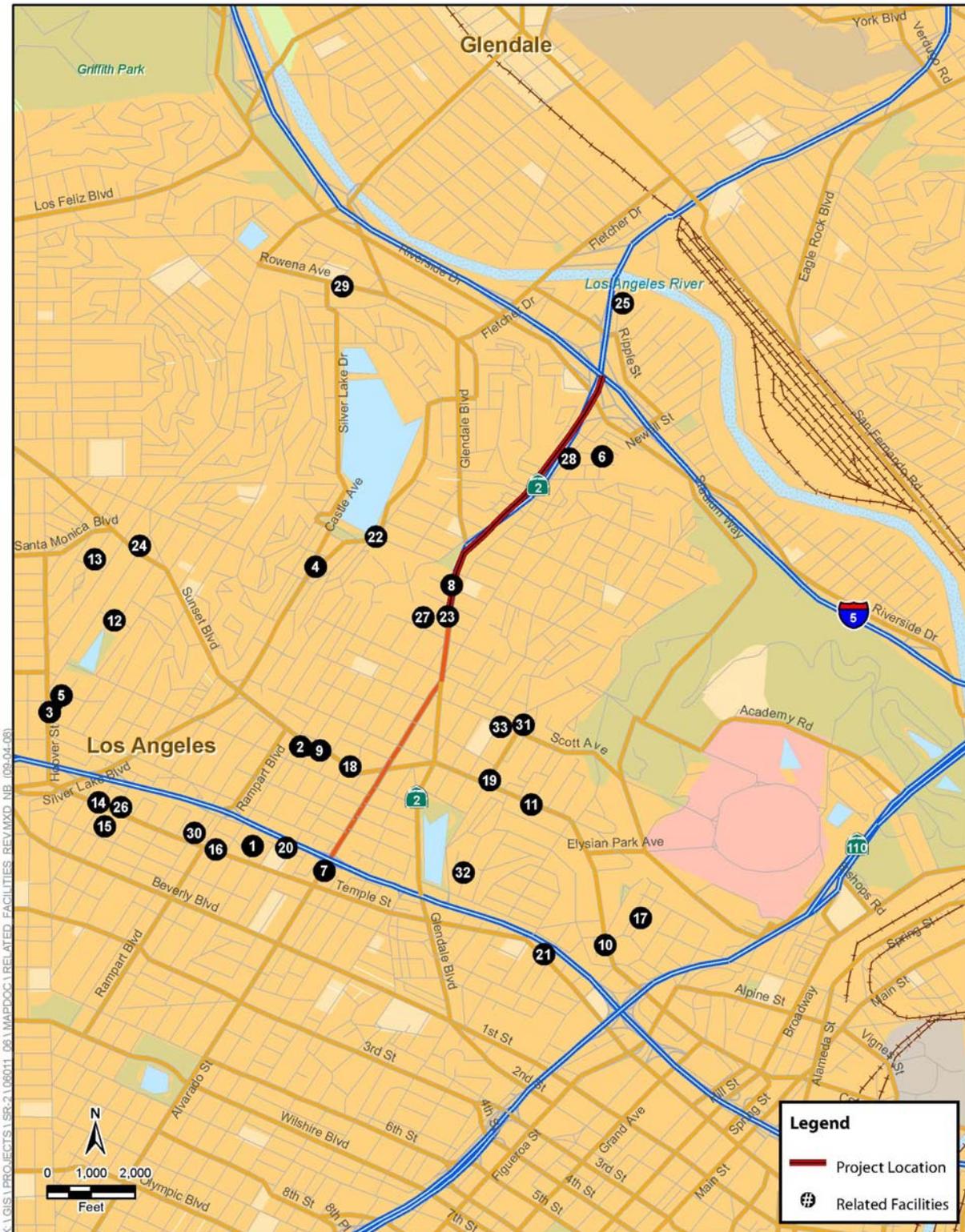
Type	Name	Address	Distance from Project (mi)	Map ID
Fire/EMS	Los Angeles Fire Department, Station #20 (Primary Responder)	2144 West Sunset Boulevard	0.95	1
Police/Sheriff	Los Angeles Police Department, Northeast Division (Primary Responder)	3353 San Fernando Road	2.12	2
Schools	Alessandro Elementary	2210 Riverside Drive	0.93	3
	Logan Street School	1711 Montana Street	0.80	4
	Mayberry Street Elementary	2418 Mayberry Street	0.60	5
	Elysian Heights School	1562 Baxter Street	0.55	6
	Clifford Elementary	2150 Duane Street	0.10	7
	Saint Teresa of Avila School (private)	2215 Fargo Street	0.08	8
Parks and Recreation Centers	Elysian Valley Recreational Center Park	1811 Ripple Street	0.96	9
	Elysian Park	1880 Academy Drive	0.73	10
	Silver Lake Reservoir	1850 West Silver Lake Drive	0.55	12
	Silver Lake Recreation Center	1850 West Silver Lake Drive	0.44	11
	Tommy Lasorda Field of Dreams	Corner of Duane Street and SR-2	Adjacent	13
Community Centers	Echo Park-Silver Lake People's Child Care Center	1953 Lake Shore Avenue	0.23	14
Library	Echo Park Branch Library	1410 West Temple Street	1.63	15

Source: ICF Jones & Stokes, 2008.

Alternatives A to F

Construction of the proposed build alternatives, including the preferred alternative, Alternative F – Hybrid Alternative, would result in short-term construction impacts on the community that would vary slightly depending on the alternative. The temporary closure of freeway ramps or roadway lanes in the vicinity of the terminus could potentially affect the response times of the Los Angeles Police Department (LAPD) and Los Angeles Fire Department (LAFD). Access to school services could be temporarily affected due to reconfigured bus routes and walk routes. Construction activities could result in temporary, localized, site-specific disruptions to local businesses and residences in the proposed project area, due primarily to construction-related traffic, partial and/or complete street and lane closures (some requiring detours), increased noise and vibration, light and glare, and changes in air emissions. Since project construction activities would be temporary in duration and access to community and public facilities in the area would be maintained during the construction period, no substantial adverse effects would occur.

Figure 2-4. Location of Community Facilities and Services



SOURCE: ESRI Street Map (2006)

Operational Impacts

No-Build Alternative (Baseline Alternative)

No operational impacts would occur under the No-Build Alternative since no improvements or changes to the existing SR-2 terminus are proposed.

Alternatives A to F

The proposed build alternatives, including the preferred alternative, Alternative F – Hybrid Alternative, would result in no permanent barriers to neighborhood access, and the proposed improvements would not physically divide an existing neighborhood. No residences or businesses would be displaced as a result of the project. Existing access and circulation routes to and from the residential neighborhoods in the project area would remain essentially the same. To the extent that the build alternatives provide a safer terminus for motorists and pedestrians and improve traffic flow (see Section 2.1.10 for a detailed discussion of traffic impacts), ancillary beneficial effects on residential neighborhoods and local commercial uses could occur. Potential operational noise impacts due to relocating freeway lanes closer to noise-sensitive residential uses would be abated by constructing new soundwalls (see Section 2.2.6 for a discussion of noise impacts and abatement measures). Thus, the proposed build alternatives would not have a substantial adverse impact on the community.

Avoidance, Minimization, and/or Mitigation Measures

The following measure shall be implemented to minimize disruptions to traffic and community access during the construction period.

C-1 A Traffic Management Plan (TMP) shall be prepared to prevent unreasonable traffic delays and impacts. The TMP shall be developed in consultation with the City, Caltrans, and the County and shall be provided, along with construction plans, to City police and fire departments prior to commencement of construction activities. The information provided should include access and traffic management plans detailing any projected temporary street closures or expected traffic delays due to construction vehicles using the roadways. The following elements will be a major component in the specific TMP:

- public awareness campaign particularly related to the scheduling of work;
- construction zone enforcement enhancement program (COZEEP);
- utilization of portable changeable message signs (PCMS);
- advance information signing pertaining to date, time and durations of lanes and road closures;
- temporary detour plans, if needed, as well as construction plans, which will be prepared during the plans, specifications, and estimates (PS&E) phase (note: no detours are anticipated at this time); and
- notification sent to LAUSD, St. Teresa of Avila School, and Metro Transit at least two weeks in advance of any planned street closures (including partial and/or full closures) or traffic diversions.

2.1.6 Relocations

Regulatory Setting

The Relocation Assistance Program (RAP) is based on the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended, and Title 49 CFR Part 24. The purpose of the RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 USC 2000d, et seq.). Please see Appendix C for a copy of the Title VI Policy Statement.

Affected Environment

Land uses in the vicinity of the SR-2 freeway terminus consist of multiple-family and single-family residences, commercial buildings, industrial uses, a park, and public facilities. Tommy Lasorda Field of Dreams is located on land owned by Caltrans and leased to the City.

Environmental Consequences

Construction and Operational Impacts

No-Build Alternative (Baseline Alternative)

Under the No-Build Alternative, no displacements or construction easements would be required.

Alternatives A to F

The proposed build alternatives, including the preferred alternative, Alternative F – Hybrid Alternative, would be constructed within public rights-of-way and no residential or business displacements or relocations would occur as a result of construction of the proposed project. Temporary construction easements may be required to accommodate construction activities. Although definitive information on the construction easements is not available at this time, it is likely that temporary construction easements may be required along Waterloo Street (to access the overpass/space on south side of Glendale Boulevard next to the Tommy Lasorda Field of Dreams). Under Alternative E, a temporary construction easement would be required along Allesandro Street, north of Glendale Boulevard, to relocate the existing retaining wall.

Avoidance, Minimization, and/or Mitigation Measures

No relocations and displacements have been identified; therefore, mitigation is not required.

2.1.7 Environmental Justice

Regulatory Setting

All projects involving a federal action (funding, permit, or land) must comply with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, signed by President Clinton on February 11, 1994. This EO directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low income is defined based on the Department of Health and Human Services poverty guidelines. For 2008, \$21,200 in yearly income for a family of four is the threshold defining low-income families.⁴

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in this project. Caltrans' commitment to upholding the mandates of Title VI is evidenced by its Title VI Policy Statement, signed by the Director, which can be found in Appendix C of this document

Affected Environment

A CIA was prepared to analyze the impacts of the proposed project. As described in the CIA, the population of the project study area is not characterized by proportions of minority or low-income persons that are substantially higher than averages for the City or county as a whole (i.e., 48.3% minority, 13.4% below federal poverty threshold, and per capita incomes 15% to 17% higher than the City or county for three of the four census tracts).⁵ Other indicators of a disadvantaged community also do not appear in the data (e.g., substantially more renter-occupied housing and greater housing density as measured by persons per household compared to the City and county). In addition, given the relatively smaller number of low-income persons reported in the census block groups adjacent to the project area compared to the census tracts adjacent to the project area, it is fair to state that the population that would be most affected by the project is not disadvantaged.

⁴ The 1999 poverty threshold used for 2000 U.S. census data, as defined by the U.S. Census Bureau, was \$8,501 for an individual and \$17,029 for a family of four. As such, the number of families that were considered low-income families in 2008 is higher than the Census 2000 data (see Table 2-5), since the threshold is \$4,171 higher.

⁵ *Ibid.*

Environmental Consequences

Construction Impacts

No-Build Alternative (Baseline Alternative)

Under the No-Build Alternative, no construction activities would occur, so there would be no impacts on the community. Minority or low-income populations would not be affected. Therefore, no effects involving environmental justice would occur.

Alternatives A to F

The effects of the build alternatives, including the preferred alternative, Alternative F – Hybrid Alternative, would occur within an area having a relatively small population that is both minority and low-income; these effects cannot reasonably be considered disproportionately high and adverse under the circumstances. The community as a whole is likely to be affected by the construction activities and not a particular minority group or economic class. SR-2 is an important part of both the local and regional circulation system. Consequently, local motorists and pedestrians from the immediate project area, as well as those traveling to and from the project area from elsewhere, would all be inconvenienced by traffic delays and other disruptions during the project construction period (a TMP would be prepared to prevent unreasonable traffic delays and impacts). No relocations or acquisitions would be required under the project alternative. Thus, the proposed build alternatives would not cause disproportionately high and adverse effects on any minority or low-income populations as per EO 12898 regarding environmental justice during construction period.

Operational Impacts

No-Build Alternative (Baseline Alternative)

Under the No-Build Alternative, no displacements or effects to the environment would occur, and minority or low-income populations would not be affected. Therefore, no effects involving environmental justice would occur.

Alternatives A to F

As stated above, the project area has a relatively small minority and low-income population. The potential adverse effects resulting from the proposed project would not be appreciably more severe or greater in magnitude on minority or low-income populations than they would be on the population as a whole. All the potential adverse effects identified in this IS/EA could be satisfactorily avoided or minimized through the implementation of avoidance and minimization measures. Because there has been no evidence to suggest that the efficacy of these measures would differ with respect to different population groups, the net result would be the same for all population groups for these resource areas. No adverse effects have been identified as unavoidable after implementation of mitigation. No acquisition or displacement would result due to the project. Given all of the above, a disproportionately high and adverse effect on minority and/or low-income population groups would not result from implementation of the build alternatives.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans has instituted public involvement and community outreach efforts to ensure that issues of concern or controversy to minority and low-income populations are identified and addressed where practicable as part of the project planning and development process and the environmental process. Efforts will continue to be made to ensure meaningful opportunities for public participation during the project planning and development process. This may include, but not necessarily be limited to, additional community meetings, informational mailings, a project website, and news releases to local media. The community outreach and public involvement programs for the project will seek to actively and effectively engage the affected community and include mechanisms to reduce cultural, language, and economic barriers to participation.

The proposed project should also comply with applicable federal requirements promulgated in accordance with EO 13166, Improving Access to Services for Persons with Limited English Proficiency (August 11, 2000), which requires that federal programs and activities be accessible to persons with limited English language proficiency.

The proposed project will be developed in accordance with Title VI of the Civil Rights Act of 1964, which provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

2.1.8 Utilities/Emergency Services

Affected Environment

The proposed project area is located within the City of Los Angeles. The City receives utility and public services from several agencies as discussed below.

Utilities

The Department of Water and Power (LADWP) manages the water supply for Los Angeles, which obtains its water from the Los Angeles Aqueduct, local wells, purchased water from the Metropolitan Water District, and use of reclaimed wastewater. LADWP also provides electric service to the project area. Seventeen (17) percent of required power is obtained by LADWP from four municipally-owned power plants in the Los Angeles basin. Remaining power requirements are obtained by LADWP from sources outside of the Los Angeles Basin, helping to improve fuel diversity, while taking advantage of low-priced surplus electricity and minimizing the air emissions in the South Coast Air Basin. Most wastewater is treated through the Hyperion Treatment System, which consists of the Hyperion Treatment Plant and the upstream Tillman Water Reclamation Plant (TWRP), the Los Angeles Glendale Water Reclamation Plant (LAGWRP). This system partially treats upstream flows at the TWRP and LAGWRP, and the remaining flows are routed to the HTP facility. The proposed project area contains water supply pipes, storm drain and sewage pipelines, gas pipelines, and electricity transmission lines.

Emergency Services

Police Service

Police services are provided by the Central Bureau of the Los Angeles Police Department (LAPD). Additional services are provided by the Los Angeles County Sheriff, the California Highway Patrol, the Federal Bureau of Investigation, and the Drug Enforcement Administration. The LAPD operates 18 stations within four bureaus with two new stations proposed. In 2007, LAPD was staffed by a total of 10,354 sworn officers and 3,648 non-sworn support personnel citywide. LAPD operates two stations in or near the project area, including the Rampart Station at 2710 West Temple Street in the adjacent Westlake Community Plan Area, approximately 1.5 miles to the southwest of the proposed project site, and the Northeast Station at 2252 San Fernando Road, in East Los Angeles, approximately 1.5 miles to the northeast of the proposed project site. Additionally, there are three community outreach facilities, including one in Elysian Valley, and two in Echo Park.

Fire Service

The Los Angeles Fire Department (LAFD) provides fire prevention, fire protection and Emergency Medical Service (EMS) for the City of Los Angeles to the project area. Station 20, at 2144 West Sunset Boulevard is the nearest LAFD facility, and is approximately 1 mile southwest of the proposed project site. Emergency medical service is provided by the LAFD Bureau of Emergency Medical Services. The City standard for EMS is one and one half miles, similar to that of the desirable response distance for engine companies for neighborhood land uses. Most ambulances are accompanied by trained paramedics to provide additional service other than only transport.

The Emergency Operations Master Plan and Procedures (Master Plan) for the City of Los Angeles is established in accordance with the Los Angeles Administrative Code (LAAC).⁶ The Master Plan is consistent and compatible with the State Emergency Plan, and identifies potential hazards in the planning area, such as earthquakes and floods, and presents mitigation measures, and an emergency response and action plan.

Environmental Consequences

Construction Impacts

No-Build Alternative (Baseline Alternative)

Under the No-Build Alternative, there would be no adverse effect on utilities, police, or fire and emergency services.

Alternatives A to F

Utilities

Some minor relocations of utility lines may be required during construction; possibly resulting in short-term temporary disruptions in service. However, no major relocations of utilities are anticipated and consequently no substantial adverse effects are expected to utility infrastructure during construction of the proposed build alternatives.

Police Service

The temporary closure of lanes or ramps at the SR-2 terminus could potentially affect the Los Angeles Police Department (LAPD), Northeast Division, which is the primary responder to the area. At present, the LAPD Northeast Division, which is located approximately 1.5 miles north of the proposed project area, utilizes these streets to access its service area. The average response time is currently 9.7 minutes.⁷ According to Lt. Baeza of the LAPD, road closures to Glendale Boulevard and/or SR-2 could affect the response time of the LAPD within the area. However, alternative routes exist that would provide access to the project area for emergency service providers. Alternative routes to gain access to north of the project area would potentially include Silver Lake Boulevard to the west and Echo Park Boulevard to the east of the project area.⁸

Given that all project-related traffic disruptions would be temporary, lasting only for the period of construction, and that alternate routes are available, the impacts to police services would not be substantial.

⁶ Emergency Management Department, City of Los Angeles, accessed March 2008, <http://www.lacity.org/epd/>

⁷ ICF Jones & Stokes communication with Captain Eric T. Davis, Patrol Commanding Officer from the Los Angeles Police Department, Northeast Division. via letter on April 23, 2007.

⁸ Per comm. with Captain Fluxa from the Los Angeles Fire Department, Station 20. via telephone on April 11, 2007.

Fire Service

The temporary closure of some lanes in the vicinity of the terminus could potentially affect City of Los Angeles Fire Department Station 20. At present, Station 20 fire engines and emergency vehicles, which are located approximately 1.5 miles southwest of the project site, utilize the local roads including Glendale Boulevard and the SR-2 freeway to serve the community. The average response time is currently 1 to 4 minutes.⁹ According to Captain Fluxa of the LAFD as long as one lane of traffic is open during construction, minimal impacts to the response time in the area are expected. If a total closure of Glendale Boulevard would occur, major delays could potentially occur. A construction-period mitigation measure has been included as part of the proposed project. Given that all project-related traffic disruptions would be temporary, lasting only for the period of construction, the fact that Glendale Boulevard is expected to remain open during construction, and that alternate routes are available, impacts to fire services would not be substantial.

Operational Impacts

No-Build Alternative (Baseline Alternative)

Under the No-Build Alternative, there would be no adverse effect on utilities, police, fire or emergency medical services. Existing conditions would prevail.

Alternatives A to F

The proposed build alternatives, including the preferred alternative, Alternative F – Hybrid Alternative, are designed to correct existing deficiencies in the roadway configuration, providing a safe and efficient configuration for the freeway terminus, and aiding traffic flow by reducing or managing congestion. To the extent that the alternatives achieve these objectives, the operational impacts of the build alternatives on police, fire and emergency service access and response times in the local project area would be beneficial. However, it should be noted that under Alternative D, substandard shoulder widths would be provided along SR-2 at the terminus, which would restrict emergency vehicle access. This would be a potential safety issue and an adverse effect.

Avoidance, Minimization, and/or Mitigation Measures

A TMP will be prepared, prior to construction, to identify detour routes and other measures to manage traffic to avoid and minimize disruptions to public services during the construction period (please see mitigation measure C-1 in Section 2.1.6 above and Section 2.1.10, Traffic and Transportation). No further mitigation measures are required.

⁹ ICF Jones & Stokes personal communication with Captain Fluxa from the Los Angeles Fire Department, Station 20. via telephone on April 11, 2007.

2.1.9 Traffic and Transportation/Pedestrian and Bicycle Facilities

Regulatory Setting

Caltrans, as assigned by FHWA, directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 CFR 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

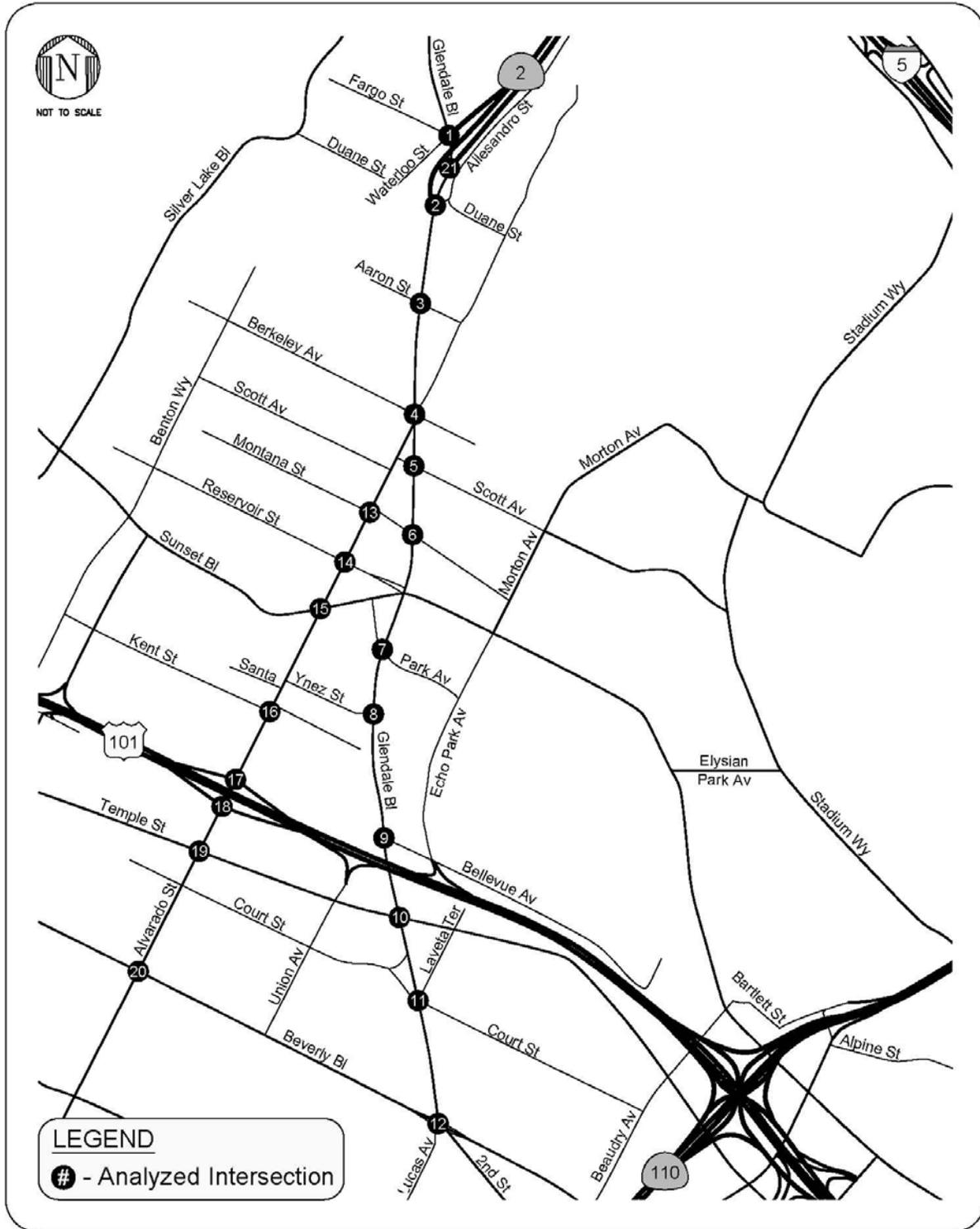
Caltrans is committed to carrying out the 1990 Americans with Disabilities Act (ADA) by building transportation facilities that provide equal access for all persons. The same degree of convenience, accessibility, and safety available to the general public will be provided to persons with disabilities.

Affected Environment

A traffic study (June 2008) was prepared for the proposed project (printed under separate cover). A Technical Memorandum (July 2010) (printed under separate cover) was subsequently prepared to evaluate the potential traffic impacts of the preferred alternative, Alternative F – Hybrid Alternative. The traffic study evaluated existing traffic conditions at 21 intersections, which are listed below and are shown in Figure 2-5.

1. Glendale Boulevard & SR-2 southbound off-ramp/Fargo Street/Waterloo Street
2. Glendale Boulevard & Allesandro Street
3. Glendale Boulevard & Aaron Street
4. Glendale Boulevard/Alvarado Street & Berkeley Avenue
5. Glendale Boulevard & Scott Avenue
6. Glendale Boulevard & Montana Street
7. Glendale Boulevard & Park Avenue
8. Glendale Boulevard & Santa Ynez Street
9. Glendale Boulevard & Bellevue Avenue
10. Glendale Boulevard & Temple Street
11. Glendale Boulevard & Court Street/Laveta Terrace
12. Glendale Boulevard/Lucas Avenue/2nd Avenue & 1st Street/Beverly Boulevard
13. Alvarado Street & Montana Street
14. Alvarado Street & Reservoir Street
15. Alvarado Street & Sunset Boulevard
16. Alvarado Street & Kent Street
17. Alvarado Street & US 101 northbound ramps
18. Alvarado Street & US 101 southbound ramps
19. Alvarado Street & Temple Street
20. Alvarado Street & Beverly Boulevard
21. Glendale Boulevard & SR-2 ramps (signalized intersection exists only under build alternatives B through E)

Figure 2-5. Study Area and Analyzed Intersections



Source: Fehr & Peers/Kaku Associates, 2008.

A traffic mitigation and calming program was previously implemented by the City of Los Angeles in the Silver Lake neighborhood sub-area bounded by Glendale Boulevard, Silver Lake Boulevard and Duane Street. Cut-through traffic between Glendale Boulevard and Silver Lake Boulevard was effectively eliminated in this sub-area as a result of the program. The measures that were implemented included:

- A diagonal diverter at the intersection of Baxter Street and Apex Avenue
- Half-closure on Waterloo Street at Glendale Boulevard
- A median extension on Glendale Boulevard at Fargo Street
- Specified turn restriction signs on Glendale Boulevard at Baxter Street, Apex Avenue and Earl Street

In February 2007, a residential survey was conducted to determine community support for the traffic restrictions. Needing a two-thirds supermajority to keep the restrictions in place, the “yes” responses tallied just 58.97% of the total vote and the measures were removed. Traffic counts were collected at the affected study intersections in September 2007 to determine changes in travel patterns resulting from the removal of the traffic calming devices.

Existing Street System

The study area for the traffic analysis contains the Glendale Boulevard corridor between the SR-2 freeway terminus to the north and Beverly Boulevard to the south and the Alvarado Street corridor between Glendale Boulevard/Berkeley Avenue to the north and Beverly Boulevard to the south. Primary regional access to the study corridors are provided by I-5 to the north and US 101 to the south. The SR-2 freeway intersects I-5 approximately one mile north of the freeway terminus. The following is a brief description of the streets that compose the study corridors and their cross streets:

- Glendale Boulevard – Glendale Boulevard is a north-south arterial and serves as SR-2 between the SR-2 freeway terminus and Alvarado Street. The street provides three travel lanes in each direction between the SR-2 terminus and Montana Street. South of Montana Street, two travel lanes in each direction are provided.
- Alvarado Street – Alvarado Street is a secondary arterial south of its intersection with Glendale Boulevard. The north-south road provides access to US 101 and to the SR-2 freeway via Glendale Boulevard. Between US 101 and Glendale Boulevard Alvarado Street is also SR-2. In the study area, two travel lanes in each direction are provided.
- Fargo Street – Fargo Street is a local street that intersects with the southbound off-ramps of the SR-2 freeway terminus, Glendale Boulevard, and Waterloo Street. It provides one travel lane in each direction.
- Waterloo Street – Waterloo Street is a local street that intersects with the southbound off-ramps of the SR-2 freeway terminus, Glendale Boulevard, and Fargo Street. It provides one travel lane in each direction.

- Allessandro Street – Allessandro Street is a north-south collector street that begins at its intersection with Glendale Boulevard. It provides one travel lane in each direction except at the intersection with Glendale Boulevard where two left-turn lanes and one right-turn lane are provided.
- Duane Street – Duane Street is a local east-west street that terminates at Allessandro Street east of Glendale Boulevard. It provides one travel lane in each direction.
- Aaron Street – Aaron Street is a local east-west street that intersects Glendale Boulevard. It provides one travel lane in each direction.
- Berkeley Avenue – Berkeley Avenue is a local east-west street that intersects Glendale Boulevard. It provides one travel lane in each direction.
- Scott Avenue – Scott Avenue is a local east-west street that intersects Glendale Boulevard and Alvarado Street. It provides one travel lane in each direction.
- Montana Street – Montana Street is a local east-west street that intersects Glendale Boulevard and Alvarado Street. It provides two travel lanes in each direction east of Alvarado Street and one travel lane in each direction west of Alvarado Street.
- Reservoir Street – Reservoir Street is a local east-west street that intersects Alvarado Street and ends at Glendale Boulevard. It provides one travel lane in each direction.
- Sunset Boulevard – Sunset Boulevard is an east-west four-lane arterial classified as a major highway. It connects to the San Diego Freeway (I-405) to the west and to the Hollywood Freeway to the east. Sunset Boulevard intersects Alvarado Street and is grade-separated from Glendale Boulevard.
- Park Avenue – Park Avenue begins at Sunset Boulevard and intersects Glendale Boulevard a block to the southeast before ending three blocks later at Echo Park Avenue. This collector street has one lane in each direction.
- Santa Ynez Street – Santa Ynez Street is a local east-west street that intersects Alvarado Street and terminates at Glendale Boulevard. It provides one travel lane in each direction.
- Kent Street – Kent Street is a local east-west street that intersects Alvarado Street. It provides one travel lane in each direction.
- Bellevue Avenue – Bellevue Avenue is a collector street that travels eastward from Glendale Boulevard. It provides one travel lane in each direction and a dedicated center median for beginning and finishing left turns. At the intersection with Glendale Boulevard two left-turn lanes and one right-turn lane are provided. The street also provides access to and from northbound US 101.
- US 101 – US 101 (the Hollywood Freeway) runs in the southeast-northwest direction as it crosses the study corridors and extends from downtown Los Angeles through Hollywood and the San Fernando Valley. In the vicinity of the study area, US 101 provides four lanes in each direction plus auxiliary lanes. Ramps are provided at Alvarado Street but no direct access is provided from Glendale Boulevard.

- Temple Street – Temple Street is a secondary arterial that runs east-west. The street provides two lanes in each direction and intersects with Glendale Boulevard and Alvarado Street.
- Court Street – Court Street is a local east-west street that intersects Glendale Boulevard and Alvarado Street. It provides one travel lane in each direction.
- Beverly Boulevard – Beverly Boulevard is an east-west four-lane arterial classified as a major highway. This arterial lies at the southern end of the study corridor and intersects both Glendale Boulevard and Alvarado Street.

Level of Service

Level of service (LOS) is a qualitative measure used to describe the traffic flow conditions, ranging from excellent (LOS A) to overloaded (LOS F) conditions. A variety of methodologies is available to analyze LOS, including distinct methodologies employed by Caltrans and LADOT. Because the signal controls at the study intersections are split between Caltrans and LADOT, two LOS methodologies were required for the traffic study.

In accordance with Caltrans guidelines, the LOS analyses at Caltrans controlled signalized intersections were conducted using *Highway Capacity Manual 2000* (2000 HCM) methodology to obtain the average delay per vehicle for the respective study intersections. The delay is then used to find the corresponding LOS based on the definitions in Table 2-7.

Table 2-7. Level of Service Definitions for Signalized Intersections – 2000 HCM Operational Methodology

Level of Service	Average Stopped Delay per Vehicle (seconds)	Definition
A	≤10	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	>10 and ≤20	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	>20 and ≤35	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>35 and ≤55	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>55 and ≤80	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	>80	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

Intersections analyzed according to 2000 HCM methodology include:

- #1. Glendale Boulevard & SR-2 southbound off-ramp/Fargo Street/Waterloo Street
- #2. Glendale Boulevard & Allesandro Street
- #21. Glendale Boulevard & SR-2 ramps (signalized intersection exists only under Build Alternatives B through E)

In accordance with LADOT’s *Traffic Study Policies and Procedures* (March 2002), the traffic study was required to use the “Critical Movement Analysis – Planning” (Transportation Research Board, 1980) method of intersection capacity calculation to analyze LADOT maintained signalized intersections. The Critical Movement Analysis (CMA) methodology determines the intersection volume-to-capacity (V/C) ratio. The ratio is then used to find the corresponding LOS based on the definitions in Table 2-8.

Table 2-8. Level of Service Definitions for Signalized Intersections

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 -0.6000	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	>0.600 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	>0.700 – 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>0.800 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>0.900 – 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	>1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: *Highway Capacity Manual, Special Report 209*, Transportation Research Board, 2000.

Intersections analyzed according to CMA methodology include:

- #3. Glendale Boulevard & Aaron Street
- #4. Glendale Boulevard/Alvarado Street & Berkeley Avenue
- #5. Glendale Boulevard & Scott Avenue
- #6. Glendale Boulevard & Montana Street

- #7. Glendale Boulevard & Park Avenue
- #8. Glendale Boulevard & Santa Ynez Street
- #9. Glendale Boulevard & Bellevue Avenue
- #10. Glendale Boulevard & Temple Street
- #11. Glendale Boulevard & Court Street/Laveta Terrace
- #12. Glendale Boulevard/Lucas Avenue/2nd Avenue & 1st Street/Beverly Boulevard
- #13. Alvarado Street & Montana Street
- #14. Alvarado Street & Reservoir Street
- #15. Alvarado Street & Sunset Boulevard
- #16. Alvarado Street & Kent Street
- #17. Alvarado Street & US 101 northbound ramps
- #18. Alvarado Street & US 101 southbound ramps
- #19. Alvarado Street & Temple Street
- #20. Alvarado Street & Beverly Boulevard

Existing Levels of Service

New weekday AM peak period (7:00 – 10:00 AM) and PM peak period (3:00 – 6:00) traffic counts were conducted in May and June 2006, and in September 2007, for the study intersections (see traffic study printed under separate cover). The existing traffic volumes were analyzed using the intersection capacity analysis methodology described above to determine current operating conditions at the study intersections.¹⁰ Table 2-9 summarizes the existing weekday morning and evening peak hour V/C ratio and delay and the corresponding LOS for each of the study intersections based on the CMA and HCM methodologies, respectively. Using the CMA methodology required by LADOT, the results indicate that all but one of the analyzed intersections are currently operating at LOS D or better during both the morning and afternoon peak periods. The following study intersection operates worse than LOS D:

- #10. Glendale Boulevard & Temple Street - LOS E in PM peak hour

¹⁰ The Synchro/Simtraffic software program was used to estimate vehicle delay and LOS at study intersections under existing conditions. The Synchro/Simtraffic software program employs the methodologies published in the 2000 HCM to analyze traffic operations at signalized and unsignalized intersections. The program simulates projected traffic flows and considers the effects of upstream and downstream intersection queuing when calculating traffic operations. The use of a simulation software program when analyzing traffic operations at closely spaced intersections that experience congestion during peak hours is desirable to ensure that interaction between the intersections is considered. Traffic operations were based on existing peak hour traffic volumes and traffic signal timings. The Synchro/Simtraffic model was calibrated to existing traffic conditions in the study area with respect to traffic volumes, vehicle queues, and travel times.

Table 2-9. Intersection Level of Service Analysis - Existing Conditions (Year 2006)

No.	Intersection	Peak Hour	V/C [d]	LOS	Delay [e]	LOS
1. [a]	Glendale Boulevard & SR-2 SB Off-Ramp/Fargo Street/Waterloo Street	A.M.	-	-	56.5	E
		P.M.			16.3	B
2. [a]	Glendale Boulevard & Allesandro Street	A.M.	-	-	17.3	B
		P.M.			16.6	B
3. [b]	Glendale Boulevard & Aaron Street	A.M.	0.723	C	18.1	B
		P.M.	0.714	C	11.4	B
4. [a]	Glendale Boulevard/Alvarado Street & Berkeley Avenue	A.M.	0.888	D	>80.0	F
		P.M.	0.876	D	34.3	C
5. [a]	Glendale Boulevard & Scott Avenue	A.M.	0.555	A	10.8	B
		P.M.	0.554	A	61.6	E
6. [a]	Glendale Boulevard & Montana Street	A.M.	0.742	C	16.9	B
		P.M.	0.515	A	45.1	D
7. [a]	Glendale Boulevard & Park Avenue	A.M.	0.666	B	13.0	B
		P.M.	0.654	B	14.2	B
8. [a]	Glendale Boulevard & Santa Ynez Street	A.M.	0.616	B	3.3	A
		P.M.	0.607	B	10.1	B
9. [a]	Glendale Boulevard & Bellevue Avenue	A.M.	0.748	C	21.8	C
		P.M.	0.687	B	20.1	C
10. [a]	Glendale Boulevard & Temple Street	A.M.	0.877	D	>80.0	F
		P.M.	0.958	E	43.2	D
11. [b]	Glendale Boulevard & Court Street/Laveta Terrace	A.M.	0.601	B	8.4	A
		P.M.	0.527	A	7.3	A
12. [a]	Glendale Boulevard/Lucas Avenue/2 nd Avenue & 1 st Street/Beverly Boulevard	A.M.	0.643	B	42.5	D
		P.M.	0.610	B	63.2	E
13. [a]	Alvarado Street & Montana Street	A.M.	0.331	A	5.5	A
		P.M.	0.391	A	46.2	D
14. [a]	Alvarado Street & Reservoir Street	A.M.	0.317	A	7.4	A
		P.M.	0.416	A	10.2	B
15. [a]	Alvarado Street & Sunset Boulevard	A.M.	0.619	B	27.8	C
		P.M.	0.649	B	26.7	C
16. [a]	Alvarado Street & Kent Boulevard	A.M.	0.350	A	3.0	A
		P.M.	0.337	A	3.9	A
17. [a]	Alvarado Street & US 101 Northbound Ramps	A.M.	0.671	B	19.8	B
		P.M.	0.655	B	18.4	B
18. [a]	Alvarado Street & US 101 Southbound Ramps	A.M.	0.511	A	14.1	B
		P.M.	0.576	A	20.1	C

No.	Intersection	Peak Hour	V/C [d]	LOS	Delay [e]	LOS
19. [a]	Alvarado Street & Temple Street	A.M.	0.661	B	22.9	C
		P.M.	0.789	C	74.7	E
20. [a]	Alvarado Street & Beverly Boulevard	A.M.	0.547	A	20.0	B
		P.M.	0.649	B	23.2	C
21. [c]	Glendale Boulevard & SR 2 Ramps	A.M.	-	-	-	-
		P.M.	-	-	-	-

Notes:

- [a] Intersection is currently operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the above analysis.
- [b] Intersection is currently operating under the LADOT Automated Traffic Surveillance and Control (ATSAC) system. A credit of 0.07 in V/C ratio was included in the above analysis.
- [c] Intersection is uncontrolled under existing conditions.
- [d] V/C ratio calculated based on LADOT CMA methodology.
- [e] Delay calculated based on HCM methodology using Synchro/Simtraffic.

Source: Fehr & Peers/Kaku Associates, 2008.

According to the HCM methodology, the following study intersections operate worse than LOS D:

- #1. Glendale Boulevard & SR-2 southbound off-ramp/Fargo Street/Waterloo Street - LOS E in AM peak hour
- #4. Glendale Boulevard/Alvarado Street & Berkeley Avenue – LOS F in AM peak hour
- #5. Glendale Boulevard & Scott Avenue – LOS E in PM peak hour
- #10. Glendale Boulevard & Temple Street – LOS F in AM peak hour
- #12. Glendale Boulevard/2nd Street & 1st Street/Berkeley Avenue – LOS E during PM peak hour
- #19. Alvarado Street & Temple Street – LOS E during PM peak hour

Existing Transit Service

Metro provides public transit service near the SR-2 freeway terminus and Glendale Boulevard/Alvarado Street Corridor. The following transit lines serve the study area:

- Metro Line 92 – Line 92 is a north-south route that travels from downtown Burbank to downtown Los Angeles. Limited service (approximately every other bus trip) originates and terminates at the Sylmar/San Fernando Metrolink Station. This line has stops in Burbank, Glendale, Atwater Village, Silver Lake, Echo Park, and downtown Los Angeles. The limited service has stops in San Fernando, Pacoima, and Sun Valley. In the study area, the route travels along Glendale Boulevard. This line has average headways of 10-12 minutes during the weekday peak periods.

- Metro Line 200 – Line 200 provides service between the study area and MacArthur Park, USC, and Exposition Park to the south. In the study area, Line 200 runs along Montana Street. This line has average headways of six minutes during the weekday peak periods.
- Metro Line 2/302 – Lines 2/302 are east-west lines that travel from Castellammare to downtown Los Angeles, with limited stops for Line 302 on Sunset Boulevard, from Beverly Drive to Cesar E. Chavez Avenue/Figueroa Street. These lines have stops in Brentwood, Bel Air, West Hollywood, Silver Lake, and Echo Park. In the study area these lines travel along Sunset Boulevard. These lines have average headways of six minutes during weekday peak periods.
- Metro Line 4/304 – Lines 4/304 are east-west lines that travel from Santa Monica to downtown Los Angeles, with limited stops for Line 304 along Santa Monica Boulevard and Sunset Boulevard. These lines have stops in West Los Angeles, West Hollywood, Silver Lake, and Echo Park. In the study area these lines travel along Sunset Boulevard. This line has average headways of 12 minutes during the weekday AM peak period and eight minutes during the weekday PM peak period.
- Metro Line 603 – Line 603 is a north-south route that travels between the Glendale Galleria and downtown Los Angeles. In the study area, Line 603 runs along Glendale Boulevard and Allesandro Street. This line has average headways of 10 minutes during the weekday peak periods.

Safety

As reported in the Project Report for the State Route 2 Terminus (2010), accident data was obtained from Caltrans’ Traffic Accident Surveillance and Analysis System (TASAS) for the segment of SR-2 from post miles 13.5 to 16.0 (approximately Branden Street on the south to the I-5/SR-2 interchange on the north) for a 60-month period between April 1, 2004 and March 31, 2009. The actual accident rates are compared with average accident rates for similar highway facilities throughout the State, and are presented in Table 2-10.

The data indicates that the overall accident rate within this segment of SR-2 is lower than the statewide average. There were 423 reported accidents with no reported fatalities and 132 reported injuries.

Table 2-10. Accident Rates 1/1/04 through 3/31/09

KP (PM)	Statistical Data			Actual Accident Rates (ACCS/MVM*)			Average Accident Rates (ACCS/MVM*)		
	No. of Accidents	Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury
13.5 to 16.0	423	0	132	1.0	0	0.31	1.08	0.011	0.37

Note:

* ACCS/MVM = Accidents per million vehicle miles

Source: Caltrans TASAS, AECOM, 2010.

The City of Los Angeles Department of Transportation also provided accident data for the period from January 1, 2000 to December 31, 2008 using the City's crossroad's accident system. There were 21 reported collisions with 15 injuries and 0 fatalities at the Glendale Boulevard/Waterloo Street/Fargo Street intersection. There were 110 reported collisions with 87 injuries and 1 fatality at the Glendale Boulevard/Allesandro Street intersection. There were 35 collisions with 41 injuries and 0 fatalities at the Glendale Boulevard/Clifford Street intersection.

Pedestrian and Bicycle Facilities

Currently, the City of Los Angeles Bicycle Master Plan indicates that this portion of Glendale Boulevard is designated as a “Bicycle Commuter Route.”¹¹ A number of vehicular, pedestrian and bicyclist problems have arisen from the current freeway terminus layout. In particular, pedestrians and bicycles are not well accommodated by existing facilities in the vicinity of the freeway terminus. During off-peak periods, SR-2 traffic using the direct connector to southbound Glendale Boulevard often merges at excessive speeds, posing safety hazards to motorists, pedestrians, and bicyclists.

Environmental Consequences

Construction Impacts

No-Build Alternative (Baseline Alternative)

Under the No-Build Alternative, there would be no construction impacts on traffic and transportation.

Alternatives A to F

Construction of the proposed build alternatives, including the preferred alternative, Alternative F – Hybrid Alternative, could require temporary and intermittent lane or ramp closures, which could increase congestion and diminish access in the area. Given that the alternatives are only in the conceptual stage, the extent and duration of any lane or ramp closures are not known at this time. However, because no road closures are anticipated during peak periods and because the impacts would be temporary and limited to the construction period, the effects would not be substantial. Additionally, a Traffic Management Plan will be developed to minimize the impact of construction activities on traffic flow (see below).

Operational Impacts

Fehr & Peers/Kaku Associates estimated future traffic volumes under the no-build and the build alternatives to evaluate the service levels of the local street system resulting from the proposed improvement project. The future no-build traffic scenario represents future traffic conditions with the existing freeway on- and off-ramp configuration. In contrast, the future Build

¹¹ City of Los Angeles. *City of Los Angeles Bicycle Master Plan*. Adopted by City Council August 6, 1996. Available at : <http://www.lacity.org/pln/cwd/gnlpln/transelt/bikeplan/B1Intro.htm> Accessed October 29, 2008.

Alternatives A, B, C, D, E, and F traffic scenarios represent future traffic conditions with modified freeway on- and off-ramp configurations (note: Alternatives C, D, and E would have the same basic roadway configuration and thus were considered to be equivalent for the purposes of the operational traffic analysis in the discussions that follow). The analysis of future year traffic forecasts is based on projected conditions in 2033.¹²

The year 2033 traffic projections for all scenarios reflect an average annual growth of 1.04% for the AM peak and 0.97% for the PM peak weekday periods. These rates were obtained from the Metro travel demand model. They reflect the ambient or background growth in traffic on an annual basis and the traffic resulting from the completion of specific projects in or in the vicinity of the study area. These growth rates were applied to the existing traffic volumes to obtain future traffic volumes at the analyzed intersections.

Per discussions with Caltrans and LADOT, the SR-2 terminus improvement alternatives are not expected to result in an increase in traffic above the average annual growth rate. The project itself is not considered a trip generator. The discussions also determined that traffic volumes on Alvarado Street and Glendale Boulevard south of their intersection with Aaron Street would not be affected by the terminus improvement project. The proposed project would not provide additional capacity on SR-2 or Glendale Boulevard that would attract drivers to adjust their travel patterns to use these roadways instead of their current route. Total upstream and downstream volumes would be the same for the no-build and five build alternatives. Thus, future traffic projections for the build alternatives were only developed at the intersections that would be affected by the terminus reconfiguration. The affected intersections include:

- #1. Glendale Boulevard & SR-2 southbound off-ramp/Fargo Street/Waterloo Street
- #2. Glendale Boulevard & Allesandro Street
- #3. Glendale Boulevard & Aaron Street
- #21. Glendale Boulevard & SR-2 ramps

Because Alternative A does not change the ramp configuration, traffic volumes are projected to be the same as the no-build alternative. Because of similar ramp layouts, traffic volumes are identical for build alternatives B through E.

¹² The traffic consultant originally developed traffic projections for the year 2030. Subsequently, it was determined that to meet Caltrans traffic study requirements, traffic forecasts for the year 2033 would be required. As discussed in the traffic study (printed under separate cover), since the 2030 traffic projections would exceed the capacity of the roadway network, the traffic forecasts originally developed for 2030 conditions were not modified to account for additional growth between 2030 and 2033. Traffic forecasts under 2030 conditions are already higher than could reasonably occur in the study area because of limited roadway capacity. Therefore, the traffic forecasts applied to the future traffic analysis reflect traffic volumes beyond year 2030 or 2033 conditions.

To determine the delay and resulting LOS for the study intersections under each project alternative, the Synchro/Simtraffic¹³ software program was used. Since the traffic volumes and lane configurations for the majority of the 21 study intersections do not change with the implementation of the proposed project, applying the CMA methodology would produce LOS results identical to existing conditions. The Synchro/Simtraffic results capture changes in traffic operations due to upstream/downstream queuing and traffic signal timings. Traffic signal timings were reoptimized in the northern portion of the study area (primarily north of Berkeley Avenue), including signal coordination along Glendale Boulevard, to accommodate the proposed project alternatives.

No-Build Alternative (Baseline Alternative)

The no-build alternative peak hour traffic volumes were analyzed to determine the delay or V/C ratio and corresponding LOS for each of the analyzed intersections under year 2033 conditions, taking into account average annual traffic growth. Table 2-11 summarizes these results.

Table 2-11. Intersection Level of Service Analysis Future Conditions (Year 2033) – No-Build Alternative

No.		Intersection	Peak Hour	Delay or V/C	LOS
1.	[a]	SR 2 SB Off-Ramp/Fargo Street/Waterloo Street	P.M.	24.6	C
2.	[a]	Glendale Boulevard & Allesandro Street	A.M.	13.7	B [d]
			P.M.	100.9	F
3.	[b]	Glendale Boulevard & Aaron Street	A.M.	0.920	E [d]
			P.M.	0.897	D
4.	[a]	Glendale Boulevard/Alvarado Street & Berkeley Avenue	A.M.	1.135	F
			P.M.	1.103	F
5.	[a]	Glendale Boulevard & Scott Avenue	A.M.	0.718	C
			P.M.	0.706	C [d]
6.	[a]	Glendale Boulevard & Montana Street	A.M.	0.951	E
			P.M.	0.658	B [d]
7.	[a]	Glendale Boulevard & Park Avenue	A.M.	0.857	D
			P.M.	0.830	D
8.	[a]	Glendale Boulevard & Santa Ynez Street	A.M.	0.794	C
			P.M.	0.771	C
9.	[a]	Glendale Boulevard & Bellevue Avenue	A.M.	0.960	E
			P.M.	0.870	D
10.	[a]	Glendale Boulevard & Temple Street	A.M.	1.120	F
			P.M.	1.205	F

¹³ *Ibid.*

No.	Intersection	Peak Hour	Delay or V/C	LOS
11.	[b] Glendale Boulevard & Court Street/Laveta Terrace	A.M.	0.768	C
		P.M.	0.666	B
12.	[a] Glendale Boulevard/Lucas Avenue/2nd Avenue & 1st Street/Beverly Boulevard	A.M.	0.829	D
		P.M.	0.776	C
13.	[a] Alvarado Street & Montana Street	A.M.	0.455	A
		P.M.	0.505	A
14.	[a] Alvarado Street & Reservoir Street	A.M.	0.423	A
		P.M.	0.537	A
15.	[a] Alvarado Street & Sunset Boulevard	A.M.	0.798	C
		P.M.	0.823	D
16.	[a] Alvarado Street & Kent Street	A.M.	0.462	
		P.M.	0.438	A
17.	[a] Alvarado Street & US 101 Northbound Ramps	A.M.	0.864	D
		P.M.	0.831	D
18.	[a] Alvarado Street & US 101 Southbound Ramps	A.M.	0.663	B
		P.M.	0.733	C
19.	[a] Alvarado Street & Temple Street	A.M.	0.851	D
		P.M.	0.996	E
20.	[a] Alvarado Street & Beverly Boulevard	A.M.	0.709	C
		P.M.	0.871	D
21.	[c] Glendale Boulevard & SR 2 Ramps	A.M.	-	-
		P.M.	-	-

Notes:

Growth rates of 1.04% and 0.97% per year applied to existing (year 2006) A.M. and P.M. volumes respectively to forecast year 2030 No-Build Alternative volumes based on average growth predicted by the MTA Model in the study area.

[a] Intersection is currently operating under the LADOT Adaptive Traffic Control System (ATCS).
A credit of 0.10 in V/C ratio was included in the above analysis.

[b] Intersection is currently operating under the LADOT Automated Traffic Surveillance and Control (ATSAC) system. A credit of 0.07 in V/C ratio was included in the above analysis.

[c] Intersection is uncontrolled under existing conditions.

Source: Fehr & Peers/Kaku Associates, Inc., 2008.

Under Year 2030 No-build Alternative conditions, Table 2-11 shows that 14 of the 20 analyzed intersections are projected to operate at LOS D or better during the AM peak period, and 16 of the 20 analyzed intersections are projected to operate at LOS D or better during the PM peak period. Because of bottlenecks in the transportation system, such as the Glendale Boulevard/Alvarado Street & Berkeley Avenue intersection, additional intersections would operate worse than reported, as noted in the table. The intersections projected to operate at LOS E or F during at least one of the analyzed peak hours are:

- #1. Glendale Boulevard & SR-2 southbound off-ramp/Fargo Street/Waterloo Street (AM)
- #2. Glendale Boulevard & Allesandro Street (PM)
- #3. Glendale Boulevard & Aaron Street (AM)
- #4. Glendale Boulevard/Alvarado Street & Berkeley Avenue (AM and PM)
- #6. Glendale Boulevard & Montana Street (AM)
- #9. Glendale Boulevard & Bellevue Avenue (AM)
- #10. Glendale Boulevard & Temple Street (AM and PM)
- #19. Alvarado Street & Temple Street (PM)

Alternatives A to F

The VISSIM software program¹⁴ was used to estimate LOS and vehicle delay and travel times on study area roadways (SR-2 between I-5 and Glendale Boulevard; signalized intersections on Glendale Boulevard between the SR-2 off-ramp and Aaron Street) under future no-build and build alternative conditions (see 2010 Traffic Technical Memorandum). Traffic forecasts for year 2033 conditions were reflected in the VISSIM model.¹⁵

The intersections serving the SR-2 and Glendale Boulevard interchange would operate as follows in the year 2033:

- **Glendale Boulevard & SR-2 Off-Ramp/Fargo Street:** This intersection is projected to operate at LOS F under the No-build Alternative in both the AM and PM peak hours. Under the preferred alternative, Alternative F – Hybrid Alternative, the intersection would improve to LOS A during the AM peak hour and LOS C in the PM peak hour (due to elimination of the existing SR-2 off-ramp). Under Alternative A, the intersection would operate at LOS F in the AM and PM peak hours. Under Alternative B, the intersection would operate at LOS B in the AM peak hour and LOS F in the PM peak hour. Under Alternatives C through E, the intersection would operate at LOS B in the AM peak hour and LOS D in the PM peak hour.
- **Glendale Boulevard & SR-2 On-/Off-Ramp:** This intersection would be reconfigured to provide a free westbound (northbound) right-turn lane from a new SR-2 off-ramp under the preferred alternative, Alternative F – Hybrid Alternative and is projected to operate at LOS A during the AM peak hour and LOS B in the PM peak hour. Under Alternatives B through E, this intersection would operate at LOS F in the AM and PM peak hours.

¹⁴ VISSIM models the interactions between individual vehicles as they travel through the roadway network and replicates actual signal timings and signal coordination. The VISSIM microsimulation software program was used to analyze the Glendale Boulevard/SR-2 interchange including the adjacent signalized intersections under existing conditions and with the implementation of the proposed project alternatives under future conditions. The delay and LOS for the study intersections, vehicle queues, and travel times through the interchange were estimated using VISSIM.

¹⁵ The traffic growth rates (approximately 1 percent per year) were applied to the 2030 traffic volumes originally developed by the traffic consultant to develop year 2033 traffic forecasts.

- **Glendale Boulevard & Allesandro Street:** This intersection is projected to operate at LOS F under existing and future no-build conditions. With implementation of the preferred alternative, Alternative F, the combination of the proposed freeway metering and improved merge section on Glendale Boulevard would facilitate the exiting flow from the SR-2 flyover, which would reduce average delay and improve the intersection operations to LOS D in the AM peak hour and LOS E in the PM peak hour. Under Alternative A, this intersection would operate at LOS D in the AM peak hour and LOS F in the PM peak hour. Under Alternatives B through E, this intersection would operate at LOS B in the AM peak hour and LOS E in the PM peak hour.
- **Glendale Boulevard & Aaron Street:** In the AM peak hour, this intersection would operate at LOS C under existing and no-build conditions and would remain at LOS C under the preferred alternative, Alternative F – Hybrid Alternative. In the PM peak hour, this intersection would operate at LOS D under existing conditions and LOS F under no-build conditions. With the preferred alternative, Alternative F, the average vehicle delay would be slightly reduced, even though the overall intersection operations would remain over-saturated (LOS F). However, Alternative F – Hybrid Alternative, could carry an additional 200 vehicles on southbound Glendale Boulevard, compared to the No-build Alternative. Under Alternative A, this intersection would operate at LOS C in the AM peak hour and LOS F in the PM peak hour. Under Alternatives B through E, this intersection would operate at LOS B in the AM peak hour and LOS F in the PM peak hour.

The travel time through the SR-2 and Glendale Boulevard interchange was also estimated using the VISSIM model. The southbound travel times from SR-2 onto Glendale Boulevard (through the Aaron Street intersection) is approximately 7 to 8 minutes using the flyover ramp under existing conditions. Under Year 2033, no-build scenario conditions, the southbound AM peak hour travel time from SR-2 to Aaron Street may increase to approximately 12 to 13 minutes. With implementation of the preferred alternative, Alternative F – Hybrid Alternative, the southbound AM peak hour travel time from SR-2 onto Glendale Boulevard to Aaron Street is expected to improve from the 12 to 13 minutes under the No-build Alternative to approximately seven minutes, which is similar to the existing travel time. The southbound travel time reduction is due to the elimination of the upstream signal delay at the existing SR-2 off-ramp intersection and the proposed restriping of the merging section on southbound Glendale Boulevard south of the SR-2 flyover. Under Alternatives A to E, the southbound AM travel time in year 2033 would be approximately 13 minutes.

The existing northbound corridor travel time from Aaron Street to the SR-2 on-ramp is less than two minutes in the AM peak hour and less than three minutes in the PM peak hour under all analyzed scenarios. Under year 2033 conditions, the AM peak hour travel time would not change substantially under the No-build or build alternatives. In the PM peak hour, the travel time under the No-build Alternative would be less than 3 minutes. Alternative A, the northbound travel time in the PM peak hour would be less than 2 minutes while Alternatives B through F would result in travel times less than 3 minutes, with no substantial differences in travel time among the five alternatives.

Based on system-wide travel statistics, the preferred alternative, Alternative F – Hybrid Alternative, would provide operational benefits to the Glendale Boulevard corridor and the SR-2 terminus and would increase system efficiency. Alternative F would reduce corridor travel time compared to the future no-build conditions, particularly the southbound movement from the SR-2 flyover to southbound Glendale Boulevard in the AM peak hour (almost a 40 percent reduction). Compared to the other build alternatives, Alternative F – Hybrid Alternative, provides overall better performance in corridor travel time, travel speed, and intersection LOS.

Safety

No-Build Alternative (Baseline Alternative)

No improvements to the SR-2 terminus would occur under this alternative. It is expected that safety conditions would remain the same, or deteriorate as traffic volumes continue to increase.

Alternative A (Widen Existing Ramps – Maintain Overpass)

The continued use of the southbound SR 2 off-ramp overpass and flyover would not serve to reduce the risk of collision between high speed exiting vehicular traffic and pedestrians and vehicular traffic along southbound Glendale Boulevard. Due to increasing traffic volumes over time, this risk would continue to increase, posing an adverse effect upon safety and accident rates. However, widening the existing ramps would help to alleviate congestion at the intersection of Fargo Street and Glendale Boulevard / SR-2 southbound exit, and may serve to improve traffic flow and safety. However, due to the continued use of the off-ramp overpass and flyover, this alternative is expected to have an adverse effect upon pedestrian safety and accident rates.

Alternatives B to E

Under these alternatives, the removal of the flyover from southbound SR-2 would reduce the risk of collision between high speed exiting vehicular traffic and pedestrians and vehicular traffic along southbound Glendale Boulevard. Furthermore, the addition of a signalized intersection at the terminus of SR-2 and Glendale Boulevard would create a more controlled interaction of vehicles, with dedicated turn lanes that would discourage ‘weaving’ when merging onto the freeway. Overall, these alternatives are expected to have beneficial effects upon safety and accident rates. No adverse effects are expected.

Alternative F

Under the preferred alternative, Alternative F, the flyover would remain and would continue to be used by vehicles traveling from southbound SR-2 to southbound Glendale Boulevard. However, installation of meters on the SR-2 flyover lanes to regulate traffic flow would provide safety benefits and the proposed restriping of the merging section on southbound Glendale Boulevard south of the flyover would reduce the potential for vehicle conflicts due to merge movements. No adverse effects on safety due to the preferred alternative are expected.

Pedestrian and Bicycle Facilities

No-Build Alternative (Baseline Alternative)

No improvements to the SR-2 terminus or pedestrian facilities would occur under this alternative, and there would be no improvement of current conditions for pedestrians and bicyclists.

Alternative A (Widen Existing Ramps – Maintain Overpass)

As discussed above, the continued use of the off-ramp overpass and flyover southbound from SR-2 would not serve to reduce the risk of collision between high speed exiting vehicular traffic and pedestrians and vehicular traffic along southbound Glendale Boulevard. However, modification of the existing signal at the intersection of Fargo Street and Glendale Boulevard / SR-2 southbound exit may improve the control of traffic, which would improve safety conditions for pedestrians and bicyclists. No adverse effects are expected.

Alternatives B to E

Under these alternatives, the elimination of the off-ramp overpass for vehicles traveling southbound from SR-2 would reduce the risk of collision between high speed exiting vehicular traffic and pedestrians and vehicular traffic along southbound Glendale Boulevard. The addition of pedestrian sidewalks and walkways through reclaimed open space areas would further increase safety levels, facilitating the separation of pedestrians and vehicle traffic. These alternatives also include provisions for new or additional bicycle facilities. The addition of crosswalks and enhanced intersection paving would help to increase visibility and driver awareness of pedestrians and bicyclists at these improved intersections. Furthermore, the addition of a regular signalized intersection at the terminus of SR-2 and Glendale Boulevard would create a more controlled interaction of vehicles, with dedicated turn lanes that would discourage ‘weaving’ when merging onto the freeway. Alternatives B, D and E would retain the overpass for use as open space and therefore would provide an additional level of pedestrian and bicycle safety by providing a grade separated crossing of Glendale Boulevard. Overall, these alternatives are expected to have beneficial effects upon pedestrian and bicycle facilities. No adverse effects are expected.

For all project alternatives, all proposed sidewalks and curb ramps would be ADA compliant.

Alternative F

Under the preferred alternative, Alternative F, the flyover would remain and would continue to be used by vehicles traveling from southbound SR-2 to southbound Glendale Boulevard. A portion of the overpass structure, similar to Alternatives B to E, however, could be used to connect Tommy Lasorda Field of Dreams on the south with the new open space on the north and thereby provide an additional level of pedestrian and bicycle safety by providing a grade separated crossing of Glendale Boulevard. Widened sidewalks on the west side of Glendale Boulevard and the elimination of the crosswalk at the northbound SR-2 on-ramp and sidewalk on the east side of Glendale Boulevard north of Allesandro Street, both of which are safety hazards, would improve pedestrian safety in the vicinity of the terminus. Consequently, no adverse effects on safety due to the preferred alternative are expected.

Avoidance, Minimization, and/or Mitigation Measures

Construction

The potential for disruptions to vehicular and pedestrian movement in the project area as a result of construction activities would be minimized with preparation and implementation of a Traffic Management Plan, including construction staging and detour plans, if needed. The Traffic Management Plan would include signage, detours, flagmen, etc., in order to maintain access and safety in the local area.

T-1 A Traffic Management Plan (TMP) shall be prepared by the project proponent to prevent unreasonable traffic delays and impacts. The TMP shall be developed in consultation with the City, Caltrans, and the County and shall be provided, along with construction plans, to City police and fire departments prior to commencement of construction activities. The information provided should include access and traffic management plans detailing any projected temporary street closures or expected traffic delays due to construction vehicles using the roadways. The following elements will be a major component in the specific TMP:

- public awareness campaign particularly related to the scheduling of work;
- construction zone enforcement enhancement program (COZEEP);
- utilization of portable changeable message signs (PCMS);
- advance information signing pertaining to date, time and durations of lanes and road closures;
- temporary detour plans, if needed, as well as construction plans, which will be prepared during the plans, specifications, and estimates (PS&E) phase (note: no detours are anticipated at this time); and
- notification sent to LAUSD, St. Teresa of Avila School, and Metro Transit at least two weeks in advance of any planned street closures (including partial and/or full closures) or traffic diversions.

2.1.10 Visual/Aesthetics

Regulatory Setting

The National Environmental Policy Act of 1969 as amended (NEPA) establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and *aesthetically* (emphasis added) and culturally pleasing surroundings [42 U.S.C. 4331(b)(2)]. To further emphasize this point, the Federal Highway administration in its implementation of NEPA [23 U.S.C. 109(h)] directs that final decisions regarding projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

Likewise, the California Environmental Quality Act (CEQA) establishes that it is the policy of the State to take all action necessary to provide the people of the State “with...enjoyment of *aesthetic*, natural, scenic and historic environmental qualities.” [CA Public Resources Code Section 21001(b)]

California Scenic Highway Program

The California Scenic Highway Program (1963) was created to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to the highways. The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Section 260 et seq. The Scenic Highway Program includes a list of highways that are either eligible for designation as scenic highways or have been so designated. A review of official county and state scenic highway maps indicates that neither this segment of SR-2 nor the streets adjoining the project site have been designated scenic highways or scenic corridors.

City of Los Angeles General Plan

The City of Los Angeles Silver Lake-Echo Park-Elysian Valley Community Plan contains relevant policies related to aesthetics. These are:

Policy 1-3. 2: Preserve existing views in hillside areas.

Policy 1-6.4: Ensure that any proposed development be designed to enhance and be compatible with adjacent development.

Affected Environment

A Visual Impact Assessment (VIA) was prepared for the proposed project (printed under separate cover). According to the VIA, the topography in the project area is generally hilly, and the residential neighborhoods are set in the hills overlooking the project area. The neighborhoods are moderately densely developed and characterized by steep slopes and narrow, winding streets, and many mature trees that often serve to obscure views mid-range and distant views of SR-2 from the southwest and southeast. Both neighborhoods, Silver Lake and Echo Park, contain a

mix of building types constructed in phases in the early twentieth, mid-century, and during the recent past, including a number of historic buildings in scattered locations throughout the neighborhood. Glendale Boulevard also contains a mix of commercial, commercial-with-residential-above, light manufacturing uses, and storage facilities. However, the predominant uses in the vicinity of the project site are residential and vacant land. St. Teresa of Avila Church (at the southwest corner of Fargo Street and Glendale Boulevard) is a Mission Revival style church constructed in 1929 and is potentially eligible for the California Register of Historical Resources.

In accordance with FHWA and Caltrans environmental review guidelines, the assessment of visual impacts conducted as part of the VIA was based upon the guidelines found in the publication titled *Visual Impact Assessment for Highway Projects*, March 1981. The publication was produced by FHWA, Office of Environmental Policy.

The VIA analysis identified important, or “key,” views that could theoretically be noticeably altered by the proposed project. As recommended by FHWA, these views are described by the view character and quality, the visual resources present, viewer group and viewer group sensitivity, as well as the duration of the views. The terminology is described below.

- The **character** of a view is described by the topography, land uses, scale, form, and natural resources depicted in the view. The assessment of the visual character is descriptive and not evaluative because it is based on defined attributes.
- Visual **quality** refers to the aesthetics of the view. Determining the quality of a view can be subjective because it is based in part on the viewer’s values and notions about what constitutes a quality setting. In an effort to establish an objective framework, this assessment applies the evaluative criteria (i.e., vividness, intactness, and unity) and qualitative rankings (low, medium, and high) presented in the FHWA guidelines. **Vividness** is the visual power or memorability of landscape components as they combine in striking and distinctive visual patterns. **Intactness** is the visual integrity of the natural and man-made landscape and its freedom from encroaching elements. **Unity** is the visual coherence and compositional harmony of the landscape considered as a whole.
- In the visual assessment, visual quality is ranked as low, medium, or high. Views of high quality have topographic relief, a variety of vegetation, rich colors, impressive scenery, and unique natural and/or built features. Views of medium quality have interesting but minor landforms, some variety in vegetation and color, and/or moderate scenery. Views of low quality have uninteresting features, little variety in vegetation and color, uninteresting scenery, and/or common elements. The FHWA guidelines explain that all three criteria—vividness, intactness, and unity—must be high to indicate high quality.
- **Visual resources** within a view may include unique views, views identified as important in local plans, or views from scenic highways.

- **Viewer groups/sensitivity** refers to those who would see the highway project both during construction and after its completion and whether the viewers are likely to have a low, moderate, or high level of concern about the aesthetic changes resulting from the project. It is presumed that residents who can see the project from their place of residence would have a relatively high level of sensitivity, as would tourists and motorists driving for pleasure. By contrast, it is presumed that the typical motorist/commuter driving through the area to and from work or making deliveries is presumed to have a low level of sensitivity because attention is focused chiefly on driving or work-related activities.
- **Duration** of a view refers to the length of time the view is observed by a particular viewer group. The view duration may be either (1) short term or (2) long term. Short-term views include fleeting or intermittent views, such as those visible from a moving source over a short distance (viz., motorists views from a moving vehicle). Long-term views are composed chiefly of constant views as experienced over an extended period of time (viz., a view from a residential property or office building).

The VIA identified two key views in the vicinity of the project site: 1) views of the mountains to the north and northwest and 2) views of the downtown skyline to the south and southeast. In the vicinity of the project site, the far-off views of the mountains are available to northbound travelers along SR-2 and motorists along east–west overpasses on SR-2 (see Figure 2-6 and 2-7). The views of the downtown skyline are available along the southern extent of the project site near the Tommy Lasorda Field of Dreams to residents west of the park and park users (see Figure 2-8 and 2-9). Motorists along local streets would have the same views, as would motorists exiting SR-2 onto Glendale Boulevard southbound (see Figures 2-9 and 2-10). Residents east of Glendale Boulevard generally would not be able to acquire views of the project when looking in southerly and northerly directions due to topography and vegetation (e.g., the mature eucalyptus and Brazilian pepper tree rows along the SR-2 corridor between the I-5 interchange and Glendale Boulevard) (see Figures 2.11 through 2.13). Due to the hilly terrain and traffic at the juncture of SR-2, the area has little pedestrian activity. Pedestrians, therefore, are not considered a significant viewer group.

Environmental Consequences

Construction Impacts

No-Build Alternative (Baseline Alternative)

Under the No-Build Alternative, no construction work is proposed. Therefore, no adverse effects on the existing visual setting and aesthetic conditions would occur.

Alternatives A to F

Minor, temporary potential visual impacts may result from the removal of vegetation in the construction zone and other construction activities (viz., staging/stockpiling road-building materials, operating construction equipment, erecting temporary traffic barricades, and the construction of soundwalls). It should be noted that relocation of the existing retaining wall under Alternative E would require removal of the existing vegetation (consisting of trees and shrubs) that exists along the eastside of the northbound SR-2 ramps. The preferred alternative,

Alternative F – Hybrid Alternative, would not require relocation of this retaining wall. However, the preferred alternative does propose soundwalls that would extend further north on both the west and east sides of SR-2 than the other build alternatives (see Section 2.2.7 Noise for the locations of proposed soundwalls). Consequently, more vegetation may have to be removed to construct Alternative F than the other build alternatives.

Figure 2-6. Key View of the Mountains to the North



Source: ICF Jones & Stokes, 2007.

Figure 2-7. Key View of the Downtown Skyline



Source: ICF Jones & Stokes, 2007.

Figure 2-8. View of the Valley and Mountains from Residential Areas to the West



Source: ICF Jones & Stokes, 2007.

Figure 2-9. View to the North from Intersection of Glendale Boulevard



Source: ICF Jones & Stokes, 2007.

Figure 2-10. View Southwest of the SR-2 Terminus from Residential Areas to the East



Source: ICF Jones & Stokes, 2007.

Figure 2-11. View Southeast Toward SR-2 Adjoining 2290 Lakeview Avenue



Source: ICF Jones & Stokes, 2008.

Figure 2-12. View Northeast along SR-2, from Oak Glen Place Overpass



Source: ICF Jones & Stokes, 2008.

Figure 2-13. View North Toward SR-2, From Oak Glen Place



Source: ICF Jones & Stokes, 2008.

Construction hours are not expected to extend into the night; therefore, use of lights would be minimal. If use of lights occurs, an adequate buffer would be provided to avoid spill. Visible activities would include routine construction activities and truck deliveries. These activities would be visible from residential areas along both sides of SR-2, the Tommy Lasorda Field of Dreams, and along SR-2, Glendale Boulevard, and local streets. Nonetheless, these visual impacts would be limited to the period of construction. The Tommy Lasorda Field of Dreams

field has a baseball diamond and other amenities associated with little league baseball. The greatest use of the facility occurs from April to July; the field is used Monday through Friday from 5 p.m. to 7 p.m. and Saturdays from 9 a.m. to 2 p.m. for Silver Lake Recreation Center baseball practice and games. There is no nighttime lighting equipment installed at the field. In the future, restrooms would be located adjacent to the field. Since the field is used after 5:00 p.m. on weekdays and on weekends, there would be limited impacts due to construction activities. Also, since this user group is limited to little league baseball players and fans, the viewer group is only moderately sensitive.

The presence of construction personnel and equipment would be short term and, therefore, would not result in any substantial adverse impacts. Due to the temporary nature of the impacts, the loss of visual quality during construction is not considered to be a substantial adverse effect.

Operational Impacts

Adverse changes to the visual setting would be of a temporary nature rather than long-term impacts. These are associated with the removal of some of the existing right-of-way landscaping to construct soundwalls and the visibility of the new concrete masonry soundwalls before new replacement landscaping matures to screen the soundwalls from view. In addition, under Alternatives B to F, the realignment of the north and southbound lanes so that they are side-by-side would require the removal of the existing median, which separates southbound and northbound traffic visually with a dense stand of mature eucalyptus and other evergreen trees. In the short-term, the loss of the median planting would be a significant adverse change in visual character of the project corridor for motorists rather than residents with ongoing fixed views across the visual setting. However, motorists are considered only low to moderately sensitive to such changes because most are commuters with only limited interest in the visual setting. Due to the dense landscaping outside of /and along the perimeter of the right-of-way, only a small number of nearby residents will notice the loss of the median landscaping, and thus, are unlikely to experience that loss as a significant adverse change to visual quality.

The key view of the mountains to the north would remain unchanged due to changes proposed under the build alternatives. Given the moderate level of motorist sensitivity (most being commuters rather than sightseers), were soundwalls to be constructed, the motorist experience on SR-2 would not be significantly affected as a result of the project due both to the retention of a significant portion of the existing landscaping and the eventual maturation of the new infill screening landscaping that would be installed. The shifting of on- and off-ramps to the west or east and/or widening of ramps would not result in changes that would obstruct views of the far-off mountains. The views of the far-off mountains are available from both east and west of the project area. The shifting of on- and off-ramps would not exclude a group of motorists from these views. Views of the project site could be acquired by only a small percentage of the residents due to topographic factors, varying street alignments, and mature trees. Given the less-than-pristine character of the current project setting, including the presence of the existing overpass, vacant unimproved land, asphalt road paving, and the high volume of traffic now seen at the juncture of SR-2 and Glendale Boulevard, such close-in and mid-range views would not be expected to change substantially.

Similarly, views of the downtown skyline from the Tommy Lasorda Field of Dreams would remain unchanged. The project would not encroach upon the park or build structures that would obstruct views to and from the park. The park lies outside the construction limits for the project. None of the improvements proposed under the build alternatives would change views of the downtown skyline for the motorists, park users, residents, or pedestrians. Moreover, because the park is used primarily for team sports activities on weekends and weeknights, park users would have only a moderate level of sensitivity to the presence of the project and would be minimally affected by construction activities because park use and construction hours would generally not coincide.

No adverse direct or indirect impacts to potential historic resources would occur as a result of the project. Only one potential historic resource was identified—St. Teresa of Avila Church. However, the building lies outside the construction limits of the project, and improvements proposed under the build alternatives would not result in significant visual changes to the less-than-pristine physical/historic setting of the church.

No-Build Alternative (Baseline Alternative)

Under the No-Build Alternative, no adverse impacts on the existing visual setting and aesthetic conditions would occur.

Alternative A (Widen Existing Ramps – Maintain Overpass)

Construction of Alternative A would not have a significant adverse effect on the visual environment. Alternative A would not result in the construction of new structures; it would retain the existing overpass and widen the on-ramp of SR-2 northbound from Glendale Boulevard. A majority of the existing vegetation would remain. However, improvements to the existing vegetation would include new street trees along the Tommy Lasorda Field of Dreams and new street trees along the northwest side of Glendale Boulevard, with a possible park expansion with grading in the northwest corner of the Tommy Lasorda Field of Dreams. The intersection of Glendale/Allesandro Street would be improved with a visual gateway with vertical accent trees and plaza, along with regrading and landscaping for the existing dirt area to the east of the SR-2 southbound exit ramp. Under Alternative A, there would be no change in the views from the residences other than the addition of the new trees along Glendale Boulevard. The views of the downtown skyline to the south and southeast and the mountains to the north and northwest would also remain unaltered. Construction of lighting and retaining walls would be similar to the original interchange.

Alternative B (Realign Ramp East – Remove Flyover and Part of Overpass)

Construction of Alternative B would not have a significant adverse effect on the visual environment. However, although temporary, a less than significant adverse effect/less than significant impact would occur as a result of the removal of some of the existing right-of-way landscaping until the replacement median and embankment landscaping matures. Alternative B would result in the realignment of the southbound and northbound entrance and exit ramps of SR-2 to and from Glendale Boulevard. Alternative B has the potential to create new community open space or a new landscaped area on that portion of the overpass to be retained. Alternative B would also enhance the pedestrian connectivity by adding crosswalks and paving at the intersections of

Glendale/Fargo Street and Glendale/Allesandro Street. The green-space improvements to the overpass and flyover are considered benefits to the visual environment. The views of the downtown skyline to the south and southeast and the mountains to the north and northwest would remain unchanged due to no structures being developed within the viewshed. Similar lighting would be installed along the new alignments of SR-2 and Glendale Boulevard; neither impacts to views of the mountains or downtown nor light and glare impacts are anticipated.

Alternative C (Realign Ramps East – Remove Overpass)

Construction of Alternative C would not have a significant adverse effect on the visual environment. However, although temporary, a less than significant adverse effect/less than significant impact would occur as a result of the removal of some of the existing right-of-way landscaping until the replacement median and embankment landscaping matures. Alternative C would result in the removal of the overpass and flyover and the realignment of the southbound exit lanes onto Glendale Boulevard. Alternative C has the potential to create new open space or a new landscaped area. A landscaped median/parkway treatment would be provided north and south of the terminus. An additional leg of crosswalk would be added at the Glendale/Waterloo/Fargo intersection and at the Glendale/Allesandro intersection to improve pedestrian access. The removal of the Glendale Boulevard overpass and flyover would positively contribute to the visual environment. The views of the downtown skyline to the south and southeast and the mountains to the north and northeast would remain unchanged or improve with the removal of the overpass. Also, similar lighting would be installed within the interchange; therefore, no new light and glare adverse effects would occur.

Alternative D (Realign Ramps East – Maintain Overpass)

Construction of Alternative D would not have a significant adverse effect on the visual environment. However, although temporary, a less than significant adverse effect/less than significant impact would occur as a result of the removal of some of the existing right-of-way landscaping until the replacement median and embankment landscaping matures. Alternative D would result in the Glendale Boulevard overpass being retained. The flyover structure from southbound SR-2 would be modified and reused as an ADA accessible ramp adjacent to the existing flyover. The “greening” and conversion of the Glendale Boulevard overpass and flyover for community open space would occur northeast of the intersection. The existing retaining wall and associated landscaping along Allesandro Street would remain unchanged. An additional leg of crosswalk would be added at the Glendale/Waterloo/Fargo intersection and at the Glendale/Allesandro intersection to improve pedestrian access. The addition of greening and the community open space from the Glendale Boulevard overpass and flyover reuse would contribute to the visual environment. The views of the downtown skyline to the south and southeast and the mountains to the north and northeast would remain unchanged with the improvements. Also, similar lighting would be installed within the interchange; therefore, no light and glare adverse effects would occur.

Alternative E (Realign Ramps East, Retain Overpass and Flyover, Relocate Retaining Wall)

Construction of Alternative E would not have a significant adverse effect on the visual environment and is very similar to Alternative D. Alternative E would result in the Glendale Boulevard overpass being retained. The flyover structure from southbound SR-2 would be

modified and reused as an ADA accessible ramp adjacent to the existing flyover. The greening and conversion of the Glendale Boulevard overpass and flyover for community open space would occur northeast of the intersection. The only difference between the Alternative D and E is that the retaining wall along the northbound entrance ramp to SR-2 from Glendale would be relocated farther east, toward Allesandro Street, thereby removing some existing landscaping and creating limited landscaping opportunities along Allesandro Street. An additional leg of crosswalk would be added at the Glendale/Waterloo/Fargo intersection and at the Glendale/Allesandro intersection to improve pedestrian access. As in Alternative D, the addition of greening and the community open space from the Glendale Boulevard overpass and flyover reuse would contribute to the visual environment. The views of the downtown skyline to the south and southeast and the mountains to the north and northeast would remain unchanged with the improvements. Also, similar lighting would be installed within the interchange; therefore, no light and glare adverse effects would occur.

Alternative F (Hybrid Alternative)

The long-term visual effects of the preferred alternative, Alternative F, would be similar to Alternative D and would not have a significant adverse effect on the visual environment. Under Alternative F, the flyover and overpass structures would remain but unlike Alternative D, the flyover would continue to be used by motor vehicles traveling on southbound SR-2 to southbound Glendale Boulevard. The overpass structure, adjacent to the flyover, could be developed as a pedestrian connection from Tommy Lasorda Field of Dreams on the south to the open space area that would be created to the north. A safety barrier would be provided on the flyover to separate the flyover travel lanes from this potential future pedestrian connection. Landscaped improvements to the new open space area that would be created north of Glendale Boulevard and west of the flyover would have a potential beneficial visual effect. The views of the downtown skyline to the south and southeast and the mountains to the north and northeast would remain largely unchanged with the improvements. Also, similar lighting would be installed within the interchange; therefore, no light and glare adverse effects would occur.

Depending on their size and placement, installation of one or more electronic message board signs on SR-2 to direct traffic exiting onto SB Glendale Boulevard have the potential to partially block key north facing resident views and pedestrian views (in vicinity of Oak Glen Place) of local mountain ridgelines. These potential adverse impacts are not expected to be substantial and can be further minimized with implementation of the measures identified below.

Soundwall Construction

Noise studies were completed (see Section 2.2.7) documenting the potential for significant traffic noise impacts adjoining the project area. On the basis of that analysis, the construction of soundwalls is anticipated as part of the project to reduce noise impacts and comply with federal noise abatement criteria. The proposed soundwalls would be of concrete masonry unit construction and range in height from 6 to 16 feet tall from adjoining road grade. Under the preferred alternative, Alternative F – Hybrid Alternative, due to proposed restriping of the southbound SR-2 lanes from the terminus to the I-5/SR-2 interchange, soundwalls are proposed further north on both the east and west sides of SR-2 than under the other build alternatives. It is anticipated that the soundwalls would be planted with vines and further screened with trees to reduce their potential

visual impact. Because of this planting and the additional landscape enhancements being proposed under the build alternatives, including the preferred alternative, Alternative F – Hybrid Alternative, the current landscaped appearance of the SR-2 right-of-way would be enhanced once replacement and new landscape features mature. Adverse changes to visual quality as a result of the removal of some of the existing landscaping would be temporary—experienced primarily by motorists—and hence would not be substantial. In addition, no substantial adverse impacts on mid-range views would result from the soundwalls, and all far-off views of neighboring hills and ridgelines—views considered significant—would be preserved.

Under the preferred alternative, Alternative F, and the other build alternatives, a sound wall is proposed outside the SR-2 right-of-way adjoining St. Teresa de Avila School. The wall, which would be approximately 14 feet tall (i.e., the height of a typical one-story commercial building), would occur along the school's Glendale Boulevard property line and extend around the corner of Fargo Street a short distance. Although a sound wall at this location would be out of character with the streetscape along Glendale Boulevard west of SR-2 and would partially block views to the southeast from the classroom building, the views in this location are currently of low quality due to the placement of the Glendale Boulevard overpass, the Tommy Lasorda Field of Dreams fencing, the tall cyclone fencing currently in place along the Glendale Boulevard and Fargo Street perimeter of the school property, and mature trees at the corner of Glendale Boulevard and Fargo Street. Furthermore, viewer sensitivity is only moderate (as the primary focus of the students and teachers would presumably be on indoor instructional activities). With incorporation of standard design enhancements, such as landscape screening, the loss of such fragmented, low-quality views, and the visually intrusive character of a sound wall at this location, would not together constitute a significant adverse effect/significant impact to visual resources.

Avoidance, Minimization, and/or Mitigation Measures

The following measures shall be implemented to minimize the visual effects of constructing the proposed project.

- V-1** The project shall be designed in accordance with Caltrans' Highway Design Manual and the 2007 Project Development Manual. The proposed SR-2 improvements shall be designed to be in keeping with the local design context in which the work is proposed, with input from local governmental agencies. Aesthetic treatments to retaining wall gore paving, overpass structures (i.e., vines, colored textured paving, etc.), and, if proposed, extensive landscape screening of soundwalls utilizing a combination of vines, replacement trees and shrubbery, shall be provided.
- V-2** To avoid adverse effects to sensitive viewer groups that could result from installation of one or more electronic message board signs, sightline studies shall be conducted and sign locations identified that would minimize adverse effects to key views of mountain ridgelines while meeting traffic safety and informational requirements.

With implementation of these measures, no substantial adverse visual impacts under NEPA no significant impacts under CEQA would occur as a result of the project.

2.1.11 Cultural Resources

Regulatory Setting

“Cultural Resources,” as used in this document, refers to all historic and archaeological resources regardless of significance. The term “historic property” refers to any cultural resources, regardless of significance. Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act of 1966, as amended, (NHPA) sets forth national policy and procedures regarding historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places. Section 106 of NHPA requires federal agencies to take into account the effects of their undertakings on such properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800). On January 1, 2004, a Section 106 Programmatic Agreement (PA) between the Advisory Council, FHWA, State Historic Preservation Officer (SHPO), and Caltrans went into effect for Caltrans projects, both state and local, with FHWA involvement. The PA implements the Advisory Council’s regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to Caltrans. The FHWA’s responsibilities under the PA have been assigned to Caltrans as part of the Surface Transportation Project Delivery Pilot Program (23 CFR 773) (July 1, 2007).

The Archaeological Resources Protection Act (ARPA) applies when a project may involve archaeological resources located on federal or tribal land. ARPA requires that a permit be obtained before excavation of an archaeological resource on such land can take place.

Historic properties may also be covered under Section 4(f) of the U.S. Department of Transportation Act, which regulates the “use” of land from historic properties.

Historical resources are considered under the California Environmental Quality Act (CEQA) as well as California Public Resources Code (PRC) Section 5024.1 which established the California Register of Historical Resources. PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet National Register of Historic Places listing criteria. It further specifically requires Caltrans to inventory state-owned structures in its right-of-way. 5024(f) and 5024.5 require state agencies to provide notice to and consult with the State Historic Preservation Officer (SHPO) before altering, transferring, relocating, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the National Register or are registered or eligible for registration as California Historical Landmarks.

Affected Environment

A Historic Property Survey Report (HPSR) was prepared for the proposed SR-2 project (printed under separate cover). The HPSR identified an Area of Potential Effects (APE) for the proposed project which was established in consultation with Claudia Harbert, Caltrans PQS, Principal Architectural Historian and Javad Rahimzadeh, Caltrans Project Manager in District 7. The APE

Maps can be found in Exhibit 3 in the Maps section attached to the Historic Property Survey Report. The APE Map was signed April 17, 2008.

The APE established as the direct Area of Potential Effects for the proposed project includes the maximum existing or proposed right-of-way for all alternatives currently under consideration, easements (temporary and permanent), and any area where ground may be disturbed by construction activities. The indirect APE includes all built environment properties subject to acquisition (partial and full), changes in access, or where visual or audible changes could affect their use.. As part of the HPSR, the Native American Heritage Commission (NAHC) and 15 architectural, historical and preservation and governmental organizations, as well as individuals in these fields, were consulted.

According to the findings in the HPSR, within an approximately 0.5-mile radius of the project site, there are ten properties determined not eligible for the National Register as a result of the current study. There is one property, St. Theresa Catholic Church, located within the indirect APE, eligible for listing in the California Register of Historical Resources and is therefore considered a historical resource for the purposes of CEQA. On January 27, 2009, the California Office of Historic Preservation, Department of Parks and Recreation, concurred with these findings (see Appendix F for letter of concurrence).

In addition, a Phase I cultural resources reconnaissance conducted on the October 11, 2006 by ICF Jones & Stokes archaeologists located no archaeological sites in the project APE and no prehistoric or historical archaeological resources were observed within the project APE. Given that grading has already occurred in the proposed project area, the project area has a very low potential to encompass buried archaeological resources.

Environmental Consequences

Construction Impacts

No-Build Alternative (Baseline Alternative)

Since the No-Build Alternative does not involve any construction, no modifications to existing structures or the land would occur; therefore, no construction-related impacts on historical or archaeological cultural resources would occur.

Alternatives A to F

The build alternative would include improvements to existing roadways and intersections at the SR-2 terminus, which could require temporary construction easements. These easements would be necessary only for the duration of construction and would not substantially interfere with the use of the affected parcels.

According to the HPSR, St. Theresa Catholic Church is eligible for listing in the California Register of Historical Resources and historically significant for the purposes of CEQA, and is located within the indirect APE. However, there would be no substantial adverse effects to this property due to project construction, which would be generally confined to the existing right-of-way. A soundwall is proposed along Glendale Boulevard adjacent to St. Teresa de Avila School to reduce interior noise levels at the school from motor vehicle traffic. Because the soundwall would be separated from the St. Theresa Catholic Church by Waterloo Street and because primary views of the church from the surrounding public rights-of-way would not be substantially diminished, it would not have an adverse effect on St. Theresa Catholic Church. Additionally, any indirect impacts due to noise or dust generated by construction activities and diminished access due to temporary lane or ramp closures would be minor.

In addition, no known archaeological resources would be affected by the proposed project. Due to extensive historic period development and the disturbed nature of the project area, the potential for undiscovered buried cultural resources is considered low. No further archaeological survey work is necessary unless project plans change to include areas not surveyed, or if buried archaeological resources are found. Avoidance and minimization measures have been proposed to minimize impacts to cultural resources found during construction of the proposed alternative. No substantial adverse effects would occur.

Operational Impacts

No-Build Alternative (Baseline Alternative)

Since no changes would occur in the configuration of the SR-2 terminus under the No-Build Alternative, there would be no change to its current operation.

Alternatives A to F

No displacements or acquisitions of private property would occur as a result of the build alternatives, including the preferred alternative, Alternative F – Hybrid Alternative. As such, there would be no adverse direct impacts to the St. Theresa Catholic Church property. Additionally, no substantial increases in noise levels would occur at the church property due to operation of the proposed build alternatives. In addition, archaeological resources would not be disturbed or adversely affected due to the operation of the proposed build alternatives. As such, the proposed build alternatives would not result in adverse effects to cultural resources in the project area.

Avoidance, Minimization, and/or Mitigation Measures

While the potential to uncover buried cultural resources is considered low, buried archaeological resources could be encountered during construction of the proposed project. The following are proposed measures to minimize adverse effects to potential archaeological resources:

- A-1** If buried cultural resources are encountered during construction, work in that area must halt and all earth-moving activity within and around the immediate discovery area shall be diverted until a qualified archaeologist can evaluate the nature and significance of the find.

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the county coroner shall be contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify NAHC, which will then notify the Most Likely Descendent (MLD). The person who discovered the remains shall contact Caltrans, District 7, Environmental Division, Cultural Studies Branch, and work with the MLD to determine the most respectful treatment of the remains. Further provisions of Public Resources Code 5097.98 are to be followed as applicable.

2.2 Physical Environment

2.2.1 Hydrology and Floodplains

Regulatory Setting

EO 11988 (Floodplain Management) directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative. The Federal Highway Administration requirements for compliance are outlined in 23 CFR 650 Subpart A.

In order to comply, the following must be analyzed:

- The practicability of alternatives to any longitudinal encroachments
- Risks of the action
- Impacts on natural and beneficial floodplain values
- Support of incompatible floodplain development
- Measures to minimize floodplain impacts and to preserve/restore any beneficial floodplain values impacted by the project.

The base floodplain is defined as “the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year.” An encroachment is defined as “an action within the limits of the base floodplain.”

Affected Environment

A Water Quality Technical Report (printed under separate cover) was prepared for the proposed project. According to the Water Quality Report, the proposed project site is located in the Los Angeles River watershed, which is one of the largest watersheds within the region and encompasses approximately 824 square miles. The Los Angeles River is approximately 55 miles long and begins in the Santa Monica, Santa Susana, and San Gabriel Mountains. The river passes through heavily developed industrial, commercial, and residential zones and is surrounded by freeways, railways, and major commercial and government buildings. The proposed project site is located approximately less than 1 mile south of the Los Angeles River, approximately 2 miles north of MacArthur Park Lake, and less than 0.5 mile east of the Ivanhoe and Silver Lake Reservoirs.

The City of Los Angeles’ stormwater drainage system is an extensive network of open channels and underground pipes designed to prevent flooding. The storm drain system is separate from the Los Angeles’ sewer system and receives no treatment or filtering prior to discharging to the ocean. Stormwater runoff from the project site is captured by the City’s stormwater drainage system and discharges into the Los Angeles River. A more detailed discussion of the City’s stormwater drainage system and impacts to stormwater runoff is provided in Section 2.2.2 (Water Quality and Stormwater Runoff).

According to the Federal Emergency Management Agency (FEMA) Flood Insurance rate Map (FIRM) and the U.S. Army Corps of Engineers (ACOE) reservoir inundation maps, the project area is not within the 100-year floodplain or within the inundation zone of the Silver Lake Reservoir or the Echo Park Lake.

Environmental Consequences

Construction and Operational Impacts

No-Build Alternative (Baseline Alternative)

Since no construction activities are proposed under the No-Build Alternative, no adverse effects would occur.

Alternatives A to F

The proposed build alternatives, including the preferred alternative, Alternative F – Hybrid Alternative, would not result in any modification to or encroachments into a floodplain during the construction period and would not be located within or near a 100-year flood hazard area. In addition, the proposed build alternatives would not redirect floodwater flows or expose people or structures to flood hazards or increased risks involving seiche, tsunami, or mudflow. Silver Lake Reservoir is located less than 0.5 mile west of the project. If the dam at the Silver Lake Reservoir were to fail, excess water would flow south, away from the proposed project location, and be directed to the City's storm drainage system (City of Los Angeles 2005). As a result, there would not be a considerable risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a dam during construction or operation of the proposed build alternative.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.2.2 Water Quality and Stormwater Runoff

Regulatory Setting

Federal Requirements: Clean Water Act

In 1972, the Federal Water Pollution Control Act was amended, making the discharge of pollutants to the waters of the United States from any point source unlawful, unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. The Federal Water Pollution Control Act was subsequently amended in 1977, and was renamed the Clean Water Act (CWA). The CWA, as amended in 1987, directed that storm water discharges are point source discharges. The 1987 CWA amendment established a framework for regulating municipal and industrial storm water discharges under the NPDES program. Important CWA sections are as follows:

- Sections 303 and 304 provide for water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for any federal project that proposes an activity, which may result in a discharge to waters of the United States to obtain certification from the State that the discharge will comply with other provisions of the act.
- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) into waters of the United States. Regional Water Quality Control Boards (RWQCB) administer this permitting program in California. Section 402(p) establishes addresses storm water and non-storm water discharges.
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the United States. This permit program is administered by the U.S. Army Corps of Engineers (ACOE).

The objective of the CWA is “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.”

State Requirements: Porter-Cologne Water Quality Control Act (California Water Code)

California’s Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This Act requires a “Report of Waste Discharge” for any discharge of waste (liquid, solid, or otherwise) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state.

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives) required by the CWA, and regulating discharges to ensure that the objectives are met. Details regarding water quality standards in a project area are contained in the applicable RWQCB Basin Plan. States designate beneficial uses for all water body segments, and then set criteria necessary to protect these uses. Consequently, the water quality standards developed for particular water segments are based on the designated

use and vary depending on such use. In addition, each state identifies waters failing to meet standards for specific pollutants, which are state listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source controls, the CWA requires establishing Total Maximum Daily Loads (TMDLs). TMDLs establish allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

State Water Resources Control Board and Regional Water Quality Control Boards

The SWRCB administers water rights, water pollution control, and water quality functions throughout the state. RWCQB's are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

- **NPDES Program**

The SWRCB adopted Caltrans Statewide NPDES Permit (Order No. 99-06-DWQ) on July 15, 1999. This permit covers all Caltrans' rights-of-way, properties, facilities, and activities in the State. NPDES permits establish a 5-year permitting time frame. NPDES permit requirements remain active until a new permit has been adopted.

In compliance with the permit, Caltrans developed the Statewide Storm Water Management Plan (SWMP) to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The SWMP describes the minimum procedures and practices Caltrans uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of Best Management Practices (BMPs). The proposed project will be programmed to follow the guidelines and procedures outlined in the 2003 SWMP to address storm water runoff or any subsequent SWMP version draft and approved.

- **Municipal Separate Storm Sewer System Program**

The U.S. EPA defines a Municipal Separate Storm Sewer System (MS4) as any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, country, or other public body having jurisdiction over storm water, that are designed or used for collecting or conveying storm water. As part of the NPDES program, U.S. EPA initiated a program requiring that entities having MS4s apply to their local RWQCBs for storm water discharge permits. The program proceeded through two phases. Under Phase I, the program initiated permit requirements for designated municipalities with populations of 100,000 or greater. Phase II expanded the program to municipalities with populations less than 100,000.

- **Construction Activity Permitting**

Section H.2, Construction Program Management of Caltrans' NPDES permit states: "The Construction Management Program shall be in compliance with requirement of the NPDES General Permit for Construction Activities (Construction General Permit)". Construction General Permit (Order No. 2009-009-DWQ), adopted on September 2, 2009, became effective on July 1, 2010. The permit regulates storm water discharges from construction sites that result in a DSA of 1 acre or greater, and/or are part of a common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation results in soil disturbance of at least 1 acre must comply with the provisions of the General Construction Permit.

The newly adopted permit separates projects into Risk Levels 1 – 3. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring. Risk levels are determined during the design phase and are based on potential erosion and transport to receiving waters. Applicants are required to develop and implement an effective Storm Water Pollution Prevention Plan (SWPPP).

Caltrans Statewide NPDES Permit requires Caltrans to submit a Notice of Construction (NOC) to the RWCB to obtain coverage under the Construction General Permit. Upon project completion, a Notice of Completion of Construction (NOCC) is required to suspend coverage. This process will continue to apply to Caltrans projects until a new Caltrans Statewide NPDES Permit is adopted by the SWRCB. An NOC or equivalent form will be submitted to the RWQCB at least 30 days prior to construction if the associated DSA is 1 acre or more. In accordance with Caltrans' Standard Specifications, a Water Pollution Control Plan (WPCP) is used for projects with DSA less than 1-acre.

During the construction phase, compliance with the permit and Caltrans' Standard Special Conditions requires appropriate selection and deployment of both structural and non-structural BMPs. These BMPs must achieve performance standards of Best Available Technology economically achievable/Best Conventional Pollutant Control Technology (BAT/BCT) to reduce or eliminate storm water pollution.

Affected Environment

The proposed project site is located in a very urbanized region within the City of Los Angeles. The Los Angeles Regional Water Quality Control Board (LARWQCB) has jurisdiction over the proposed project site. There are no hydrological resources identified within the vicinity of the proposed project limits. The proposed project site is currently developed as a transportation facility with some residential, industrial, and commercial buildings located adjacent to the site. The nearest water body is the Los Angeles River located approximately less than a mile north of the proposed project site. At Reach 3 of the Los Angeles River, near the proposed project site, the Los Angeles River is listed as impaired by trash. A plan, or TMDL to reverse this trash impairment was approved by the SWRCB on April 15, 2008. Two other water bodies are located

within a 2-mile radius of the project site, which include the Silver Lake Reservoir and MacArthur Park Lake. However, these would not be affected by the proposed project.

The project site is located in the central subbasin of the Coastal Plain of the Los Angeles Groundwater Basin (Central Basin). Groundwater quality within the Los Angeles River watershed has been affected by hundreds of known leaking underground storage tanks, which have contaminated the soil and/or groundwater with petroleum hydrocarbons and volatile organic compounds. Several wells within the Central Basin have been closed due to high nitrate contamination; however, none of these sites are located near the proposed project location.

The City of Los Angeles' stormwater drainage system is an extensive network of open channels and underground pipes designed to prevent flooding. The storm drain system is separate from the Los Angeles' sewer system and receives no treatment or filtering prior to discharging to the ocean. Stormwater runoff from the project site is captured by the City's stormwater drainage system and discharges into the Los Angeles River. Preliminary research of the area's existing structures did not identify any existing treatment BMPs.

Environmental Consequences

Construction Impacts

No-Build Alternative (Baseline Alternative)

Since no construction activities would occur, there would be no adverse effects on water quality.

Alternative A (Widen Existing Ramps – Maintain Overpass)

According to current estimates, Alternative A would result in an estimated disturbed soil area of 1.38 acres due to construction activities related to lane widening that would involve earth-disturbing activities. These activities, including grading and excavation, often expose disturbed and loosened soils to erosion from rainfall, runoff, and wind due to removal of protective vegetation and reduction of natural soil resistance. This results in the release of sediments into the local stormwater system. Sediments are considered a pollutant by the LARWQCB due to their potential to transport absorbed pollutants such as nutrients, hydrocarbons, metals, and typical hydrophobic contaminants (e.g., organo-chlorine pesticides). Although impacts from sedimentation are usually short-term and greatly diminish after revegetation of exposed areas, under certain hydrologic conditions, sediment and sediment-borne pollutants may remobilize. In addition, discharges of sediments and construction-related contaminants to the City's storm drain system could eventually enter surface waters with little or no treatment. As a result, construction activities could result in adverse effects to stormwater runoff and water quality in the project area. Mitigation measures have been proposed to minimize adverse effects.

Alternative B (Realign Ramp East – Remove Flyover and Part of Overpass)

Alternative B would result in a disturbed soil area of 3.46 acres. Construction related impacts from Alternative B would be similar to those of Alternative A, with the exception that a somewhat greater amount of sediments would potentially be discharged as a result of the demolition of part of the overpass. Discharges of sediments and construction-related contaminants to the City's storm drain system could eventually enter surface waters with little or

no treatment. Thus, construction-related adverse effects could result from the proposed alternative. However, implementation of the mitigation measures listed below would minimize adverse effects.

Alternative C (Realign Ramps East – Remove Overpass)

Alternative C would disturb 5.94 acres of soil area. Construction-related impacts from this alternative would be similar to Alternative B, except the overpass would be completely removed. Thus, a greater amount of sediments would potentially be discharged as a result of demolition of the overpass. Implementation of the mitigation measures listed below would minimize adverse effects.

Alternative D (Realign Ramps East – Maintain Overpass)

Alternative D would disturb 4.44 acres of soil area. Construction related impacts from this alternative would be slightly less than those of Alternative C.

Alternative E (Realign Ramps East, Retain Overpass and Flyover, Relocate Retaining Wall)

Alternative E would disturb 4.54 acres of soil area. Construction related impacts from this alternative would be slightly greater than those due of Alternative D due to the additional construction required to relocate the retaining wall along the northbound SR-2 ramps.

Alternative F (Hybrid Alternative)

The preferred alternative, Alternative F, would disturb 3.1 acres of soil area. The construction impacts due to this alternative would be slightly less than Alternative D since the flyover would remain for use by motor vehicles and would not be developed as new open space.

Operational Impacts

No-Build Alternative (Baseline Alternative)

Since no operational changes would be made, the No-Build Alternative would not result in adverse effects on water quality.

Alternative A (Widen Existing Ramps – Maintain Overpass)

Adverse effects to water quality due to an increase in stormwater runoff may occur as a result of the operation of the proposed alternative. This alternative would result in an increase in impervious surfaces of 15,202 square feet (0.35 acres) due to widening of the existing exit ramps from two to three lanes. Thus, compared to existing conditions, an increase in surface water runoff from the project could result from this alternative. Increased runoff could potentially contribute to increased contaminant loading, trash, in particular, for the storm drain system and, thus, the Los Angeles River, which has been identified as being impaired by trash. Increased runoff would also increase oil deposits and emitted engine combustion byproducts from motorized vehicles that collect on paved surfaces.

According to the municipal stormwater discharge NPDES permit issued to the City of Los Angeles, redevelopment projects that would create more than 5,000 square feet of new impervious surfaces are considerable to a degree that mitigation of potential stormwater impacts

is required. Thus, the proposed Alternative A could substantially increase stormwater runoff and degrade water quality in the vicinity of the project area. Implementation of the mitigation measures below, which address stormwater management through the life of the project, would minimize adverse effects due to the operation of the project.

Alternative B (Realign Ramp East – Remove Flyover and Part of Overpass)

Alternative B would result in little change to the existing area of impervious surfaces at the project site. While the realignment of the entrance and exit ramps, enhanced pedestrian crosswalks, and new paving would create new impervious areas, the addition of permeable landscaping as part of this alternative would offset those areas. Thus, there would be only a slight change in total impervious area at the project site compared to existing conditions. In terms of contaminant loading in surface waters, the existing levels of contaminant loading from vehicle emissions would continue, but no additional contributions to downstream surface waters are expected. As a result, operational impacts from this alternative would be less than considerable.

Alternative C (Realign Ramps East – Remove Overpass)

Similar to Alternative B, the proposed Alternative C would result in little change to the existing area of impervious surfaces at the project site. In addition, it is likely that the proposed project would increase permeable surfaces (i.e. landscaped medians) compared to the No Build Alternative. Thus, a reduction in the quantity of surface runoff could potentially result from operation of this alternative. Likewise, a minor reduction in contaminant loading in downstream surface waters could occur. As a result, operational impacts from this alternative would be minor.

Alternative D (Realign Ramps East – Maintain Overpass)

Alternative D would result in an overall decrease in impervious surfaces due to an increased amount of landscaping as part of the alternative design. Realignment of the entrance and exit ramps would allow for increased vegetated areas, and landscaped medians between the traffic lanes would be included as well. These vegetated and permeable areas would reduce the amount of surface runoff generated by the project compared to the existing conditions. A minor reduction in contaminant loading in downstream surface waters may also result from operation of this alternative. As a result, no adverse operational impacts are expected to occur under this alternative.

Alternative E (Realign Ramps East, Retain Overpass and Flyover, Relocate Retaining Wall)

Impacts from Alternative E would be similar to those of Alternative D.

Alternative F (Hybrid Alternative)

The preferred alternative, Alternative F, would retain the flyover for motor vehicle use so it would result in a smaller decrease in impervious surfaces than Alternatives D or E. No adverse operational water quality impacts are expected to occur as a result of operation of the preferred alternative.

Avoidance, Minimization, and/or Mitigation Measures

The following measures shall be implemented to minimize potential water quality impacts from construction and operation of the proposed project.

WQ-1 As part of compliance with conditions of the NPDES General Construction Permit, the City and/or its contractors shall implement a SWPPP to ensure no considerable impacts on water quality will occur during construction. The SWPPP will identify best BMPs to maintain water quality. BMPs may consist of a wide variety of measures taken to reduce pollutants in stormwater and other nonpoint-source runoff. Measures range from source control, such as reduced surface disturbance, to treatment of polluted runoff, such as detention or retention basins. BMPs to be implemented as part of compliance with conditions of the NPDES General Construction Permit may include but are not limited to the following measures:

- temporary erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) will be employed to control erosion from disturbed areas;
- drainage facilities in downstream off-site areas will be protected from sediment using BMPs acceptable to the RWQCB; and
- grass or other vegetative cover will be established on the construction site as soon as possible after disturbance.

WQ-2 The implementation of a Hazardous Spill Prevention and Control Program is required as part of compliance with the NPDES General Construction Permit. The City and/or its contractors shall develop and implement a spill prevention and control program to minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during construction activities. The plan shall be completed before any construction activities begin and include provisions for preventing, containing, and reporting spills of hazardous materials.

WQ-3 The implementation of measures to minimize water quality impacts on impaired water bodies, such as the Los Angeles River, are required as part of compliance with the Los Angeles County NPDES municipal stormwater permit. Because the project may be considered a redevelopment project, the City shall develop a Site-Specific Mitigation Plan. This mitigation plan shall follow Development Planning Program guidelines established in the *Manual for the Standard Urban Stormwater Mitigation Plan*. The Site-Specific Mitigation Plan shall be submitted to the City of Los Angeles Watershed Protection Division for approval. Incorporation of stormwater source control measures, site design principals, and treatment control measures shall be included in the design of the project. BMPs incorporated into the project design may include but are not limited to the following:

- storm drain system stenciling and signage at storm drain inlets;
- installation of devices to reduce the velocity or energy of water at storm drain outlets;
- reducing the width of sidewalks and incorporating landscaped buffer areas between sidewalks and streets;

- installation of a dry detention basin(s) to decrease runoff during storm events, prevent flooding, and allow for off-peak discharge;
- installation of an infiltration trench to decrease runoff during storm events, prevent flooding, and allow for off-peak discharge; and
- installation of vegetated strips, high infiltration substrates, and vegetated swales where feasible throughout the project site to reduce runoff and provide initial stormwater treatment.

WQ-4 Because the proposed project would encroach into State right-of-way, the project proponent shall conduct the following:

- Construction-related water quality impacts shall be minimized according to the *Storm Water Quality Handbook: Project Planning and Design Guide (PPDG)*. The Project Engineer shall complete Appendix C (Selection of Construction Site BMPs) and Appendix F (Cost Estimate of the Construction Site BMPs). The Caltrans District 7 Construction Storm Water Coordinator would approve completion of the PPDG requirements.
- The Project Engineer shall prepare a Storm Water Data Report (Caltrans 2007b) and provide a copy to the Caltrans District 7 Storm Water NPDES Coordinator for review and comment. The Storm Water Data Report shall:
 - Identify potential storm water quality requirements and pollutants of concern for specific water bodies;
 - Ensure that the planned project includes sufficient right-of-way and budget for required storm water controls according to Appendix F, Section F.6 of the PPDG;
 - Identify project-specific permanent and temporary BMPs that may be required to mitigate impacts. Permanent BMPs (including design pollution prevention and treatment BMPs) must be implemented to the maximum extent practicable and to the extent that implementation is consistent with existing Caltrans policies;
- The Project Engineer shall comply with District 7 Directive No. DD31 And DD81 (Caltrans 2005a and 2005b, respectively).

Alternative A is the most favorable for treatment BMPs because it does not widen Glendale Boulevard and thus does not require additional grading or walls to construct a treatment BMP in the area available on the western side of Glendale Boulevard north of Duane Street. The other two treatment areas require the same amount of grading and preparation for all of the build alternatives and thus no advantage exists for any specific alternative. Alternative C has an advantage over the other alternatives since the proposed SR 2 center median could be utilized as a fourth treatment BMP with minimal cost and ensure that all of the water quality volume/flow is treated. The proposed locations of the treatment BMPs include three specific areas. The first treatment BMP area is located in the available space located on the western side of Glendale Boulevard north of Duane Street to the SR 2 on-ramp. The second treatment BMP area is located on the western side of SR 2 just south of Oak Glen Place. The third treatment BMP area is located on the eastern side of SR 2 just south of Oak Glen Place.

2.2.3 Geology/Soils/Seismicity/Topography

Regulatory Setting

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects “outstanding examples of major geological features.” Topographic and geologic features are also protected under the California Environmental Quality Act.

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Caltrans’ Office of Earthquake Engineering is responsible for assessing the seismic hazard for Caltrans projects. The current policy is to use the anticipated Maximum Credible Earthquake (MCE), from young faults in and near California. The MCE is defined as the largest earthquake that can be expected to occur on a fault over a particular period of time.

Alquist-Priolo Earthquake Fault Zoning Act

California’s Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act) (Public Resources Code Section 2621 et seq.), originally enacted in 1972 as the Alquist-Priolo Special Studies Zones Act and renamed in 1994, is intended to reduce risks to life and property from surface fault rupture during earthquakes. The Alquist-Priolo Act prohibits most types of structures intended for human occupancy from being located across the traces of active faults and strictly regulates construction in corridors along active faults (referred to as “earthquake fault zones”). It defines criteria for identifying active faults, giving legal weight to terms such as “active,” and establishes a process for reviewing building proposals in and adjacent to earthquake fault zones. It also encourages and regulates seismic retrofits for some types of structures.

Seismic Hazards Mapping Act of 1990

The Seismic Hazards Mapping Act of 1990 (Public Resources Code Sections 2690–2699.6) is intended to avoid or reduce damage resulting from earthquakes. While the Alquist-Priolo Act addresses surface fault rupture, the Seismic Hazards Mapping Act addresses other earthquake-related hazards, including strong ground shaking, liquefaction, and seismically induced landslides. Its provisions are similar in concept to those of the Alquist-Priolo Act (i.e., the State is charged with identifying and mapping areas at risk of strong ground shaking, liquefaction, landslides, and other corollary hazards, and cities and counties are required to regulate development within mapped seismic hazard zones).

Under the Seismic Hazards Mapping Act, permit review is the primary mechanism for local regulation of development. Specifically, cities and counties are prohibited from issuing development permits for sites within seismic hazard zones until appropriate site-specific geologic and/or geotechnical investigations have been carried out and measures to reduce potential damage have been incorporated into the development plans.

Surface Mining and Reclamation Act of 1975

The principal piece of legislation concerning mineral resources in California is the Surface Mining and Reclamation Act of 1975 (Public Resources Code Sections 2710–2719), which was enacted in response to land use conflicts involving urban growth and essential mineral production. The stated purpose of this act is to provide a comprehensive surface mining and reclamation policy that encourages production and conservation of mineral resources while ensuring that adverse environmental effects of mining are prevented or minimized. It recommends that mined lands be reclaimed and residual hazards to public health and safety eliminated. It suggests that consideration be given to recreation, watershed, wildlife, aesthetic, and other related values. The Surface Mining and Reclamation Act provides guidelines for the evaluation of an area's mineral resources, using a system of mineral resource zone classifications that reflect the known or inferred presence and significance of a given mineral resource.

Affected Environment

A preliminary geologic report and assessment of the local geologic conditions and their potential to affect the proposed SR-2 project site was prepared for the proposed project and is printed under separate cover. The preliminary geologic report and assessment focuses on the identification of specific geologic hazards (unstable slopes and landslide deposits, faulting and seismicity, expansive soil, and collapsible/compressible or corrosive soil) that may affect the construction planned for the proposed project site.

The proposed project site is located in the Echo Park District of Los Angeles, along the edge of a valley within the Elysian Park Hills. The existing topography at the proposed project site consists of gentle to moderate slopes that descend toward SR-2. Elevations range from approximately 460 feet to 515 feet. The proposed project site is underlain primarily by deep-marine sedimentary rocks of the upper Miocene Puente Formation, with interbedded/interfingering siltstone, siliceous shale, and sandstone, the latter of which underlies most of the area, with young alluvial fan deposits underlying the southeastern portion of the proposed project site. The Puente Formation sandstone (Tpna) consists of medium to light brown and light grey well-bedded sandstone, ranging from very fine to very coarse grained and, mostly, well cemented. The young alluvial fan deposits (Qyf) generally consist of unconsolidated gravel, sand, and silt deposited from flooding streams and debris flows. Artificial fill (Qaf) is also expected to underlie roads and buildings at the proposed project site. Due to the age of roads and buildings in the area, generally more than 50 years old, undocumented fill may be encountered during project construction.

There are not natural landmarks or other outstanding examples of geologic features in the project area that are protected under the Historic Sites Act of 1935.

Slope Stability

A large portion of the proposed project site is below the surrounding grade. The eastern side of SR-2 is bracketed by vertical retaining walls, and the western side has slopes with a combination

of retaining walls and natural vegetation, all underlain by the Puente Formation. No landslides or obvious slope stability issues were observed at the proposed project site.

Faulting and Seismicity

The seismicity of southern California is dominated by the intersection of the north-northwest trending San Andreas fault system and the east-west trending Transverse Ranges fault system. Active reverse or thrust faults¹⁶ in the Transverse Ranges include blind thrust faults,¹⁷ which were responsible for the 1987 Whittier Narrows earthquake and 1994 Northridge earthquake, and range-front faults,¹⁸ responsible for uplift of the Santa Monica and San Gabriel Mountains. Range-front faults include the Malibu Coast, Santa Monica-Hollywood, Raymond, Verdugo, and San Fernando-Sierra Madre faults. Active right-lateral strike-slip faults¹⁹ in the northern Los Angeles area include the San Andreas, Palos Verdes, Newport-Inglewood, and San Gabriel faults, all of which are associated with the San Andreas fault system. In addition, both the Transverse Ranges and northern Los Angeles area are characterized by numerous geologically young faults. These faults can be classified as *historically active*, *active*, *potentially active*, or *inactive*, and while it is difficult to quantify the probability of an earthquake occurring on a specific fault, this classification is based on the assumption that a fault that has moved during the Holocene epoch is likely to produce earthquakes in the future. Blind thrust faults do not intersect the ground surface, and thus they are not classified as active or potentially active in the same manner as faults that are present at the earth's surface. Blind thrust faults are seismogenic,²⁰ and thus the activity classification of these faults is based predominantly on historic earthquakes and microseismic activity along the faults.

The proposed project site does not cross any known active or potentially active faults, and it is not likely to experience surface fault rupture. However, the proposed project site is subject to ground shaking associated with earthquakes on the San Andreas and Transverse Ranges fault systems. Active faults in the project region are listed in Table 2-12 and shown in Figure 2-14 – Regional Fault Map.

Liquefaction

Liquefaction is the phenomenon in which saturated granular sediments temporarily lose their shear strength during periods of strong earthquake-induced ground shaking. The young alluvial fan deposits and artificial fill underlying portions of the proposed project site may meet the criteria for liquefaction if unconsolidated sandy deposits are present in areas of perched

¹⁶ A fault with predominantly vertical movement in which the upper block moves upward in relation to the lower block; a thrust fault is a low-angle reverse fault.

¹⁷ Blind thrust faults are low-angled subterranean faults that have no surface expression.

¹⁸ Faults in front of mountain ranges, which are responsible for the uplift of the mountains.

¹⁹ Fault block movements in which the blocks have no rotational component, and parallel features remain so after movement.

²⁰ A geologic structure that has generated or is capable of generating an earthquake.

groundwater. In addition, shallow perched groundwater may occur in the young alluvial fan deposits and sandstone layers of the Puente Formation. Seismic hazard mapping, delineating areas of potential liquefaction and seismically induced landslides, has been conducted by the State of California for the Hollywood 7.5-minute quadrangle (California Geological Survey [CGS] 2002). A CGS mapped liquefaction hazard zone, generally correlating with the limits of the young alluvial fan deposits, is present within the southeastern portion of the project site, as shown in Figure 2-15 – Project Area Seismic Hazard Map.

Table 2-12: Active Faults in the Project Region

Name	Closest Distance to Project (miles)¹	Estimated Max. Earthquake Magnitude^{2, 3}	Fault Type and Dip Direction³	Slip Rate (mm/yr)^{3, 4}
Upper Elysian Park	1.9	6.4	Blind thrust, 50° NE	1.3
Hollywood	3.0	6.4	Left-lateral reverse oblique, 70° N	1.0
Raymond	3.8	6.5	Left-lateral reverse oblique, 75° N	1.5
Puente Hills Blind Thrust	4.2	7.1	Blind thrust, 25° N	0.7
Verdugo	6.9	6.9	Reverse, 45° NE	0.5
Newport-Inglewood	8.4	7.1	Right-lateral strike slip, 90°	1.0
Santa Monica	9.8	6.6	Left-lateral reverse oblique, 75° N	1.0
Sierra Madre	11.2	6.7	Reverse, 45° S	2.0
San Fernando	15.0	6.7	No information available	n/a
Northridge	15.4	7.0	Blind thrust, 42° S	1.5
Whittier	15.7	6.8	Right-lateral strike slip, 90°	2.5
San Gabriel	15.8	7.2	Right-lateral strike slip, 90°	1.0
Clamshell-Sawpit	15.8	6.5	Reverse, 45° NW	0.5
Malibu Coast	16.2	6.7	Left-lateral reverse oblique, 75° N	0.3
Palos Verdes	19.1	7.3	Right-lateral strike slip, 90°	3.0
San Jose	21.7	6.4	Left-lateral reverse oblique, 75° NW	0.5
Santa Susana	22.0	6.7	Reverse, 55° N	5.0
Anacapa-Dume	26.3	7.5	Reverse left-lateral oblique, 45° N	3.0
Simi-Santa Rosa	29.2	7.0	Left-lateral reverse oblique, 60° N	1.0
Cucamonga	29.6	6.9	Reverse, 45° N	5.0
San Andreas	32.2	8.0	Right-lateral strike slip, 90°	34.0

Notes:

- 1) Fault distances obtained using the EQFault computer program (Blake 2000), based on digitized data adapted and modified from the 2002 CGS fault database.
- 2) Maximum Earthquake Magnitude = The maximum earthquake that appears capable of occurring under the presently known tectonic framework, using the Richter scale.
- 3) Fault parameters from the CGS Revised 2002 California Probabilistic Seismic Hazard Maps report, Appendix A – 2002 California Fault Parameters.
- 4) References to fault slip rates are traditionally presented in millimeters per year.

Source: Geotechnical Consultants, Inc., March 2008.

Figure 2-14. Regional Fault Map

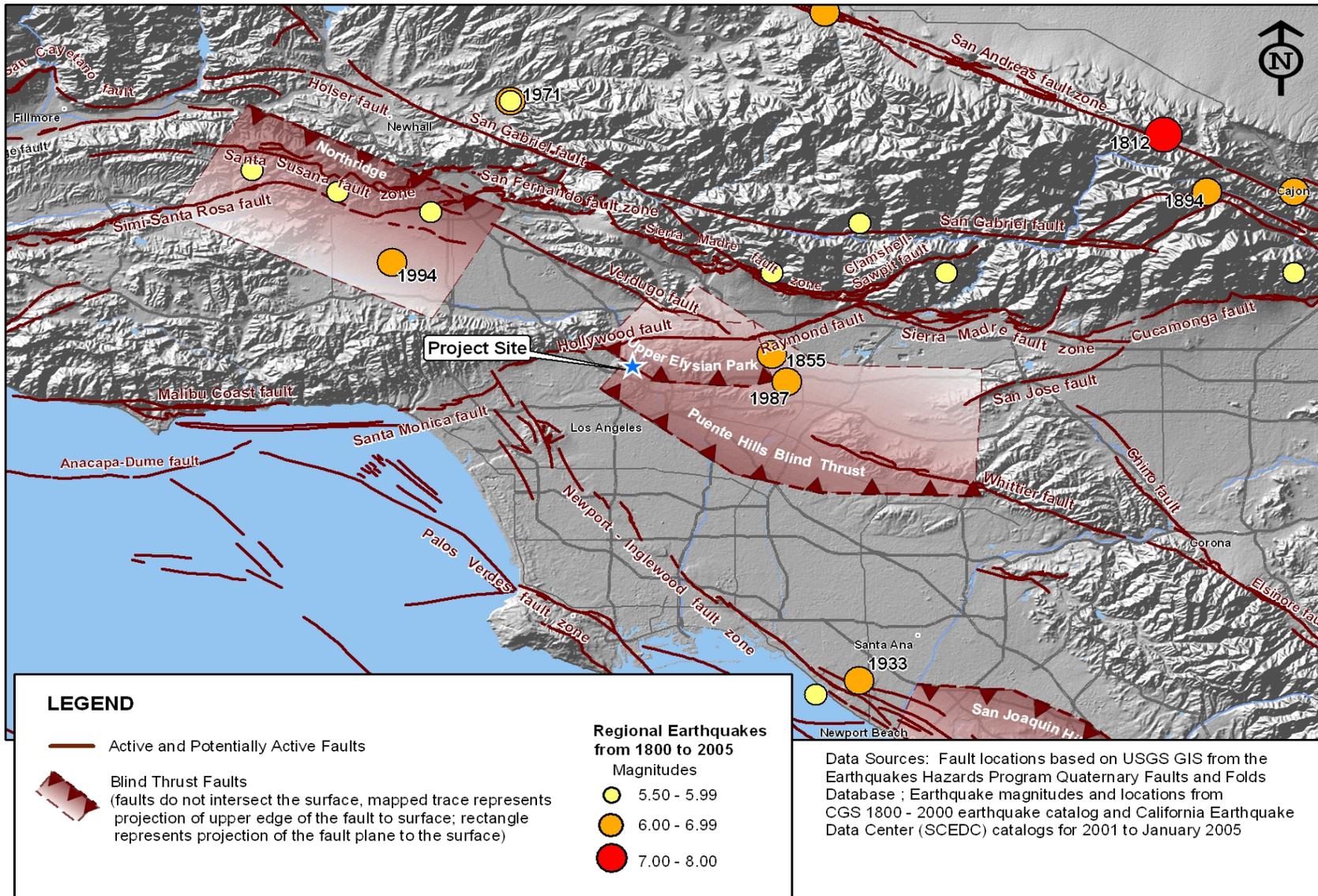
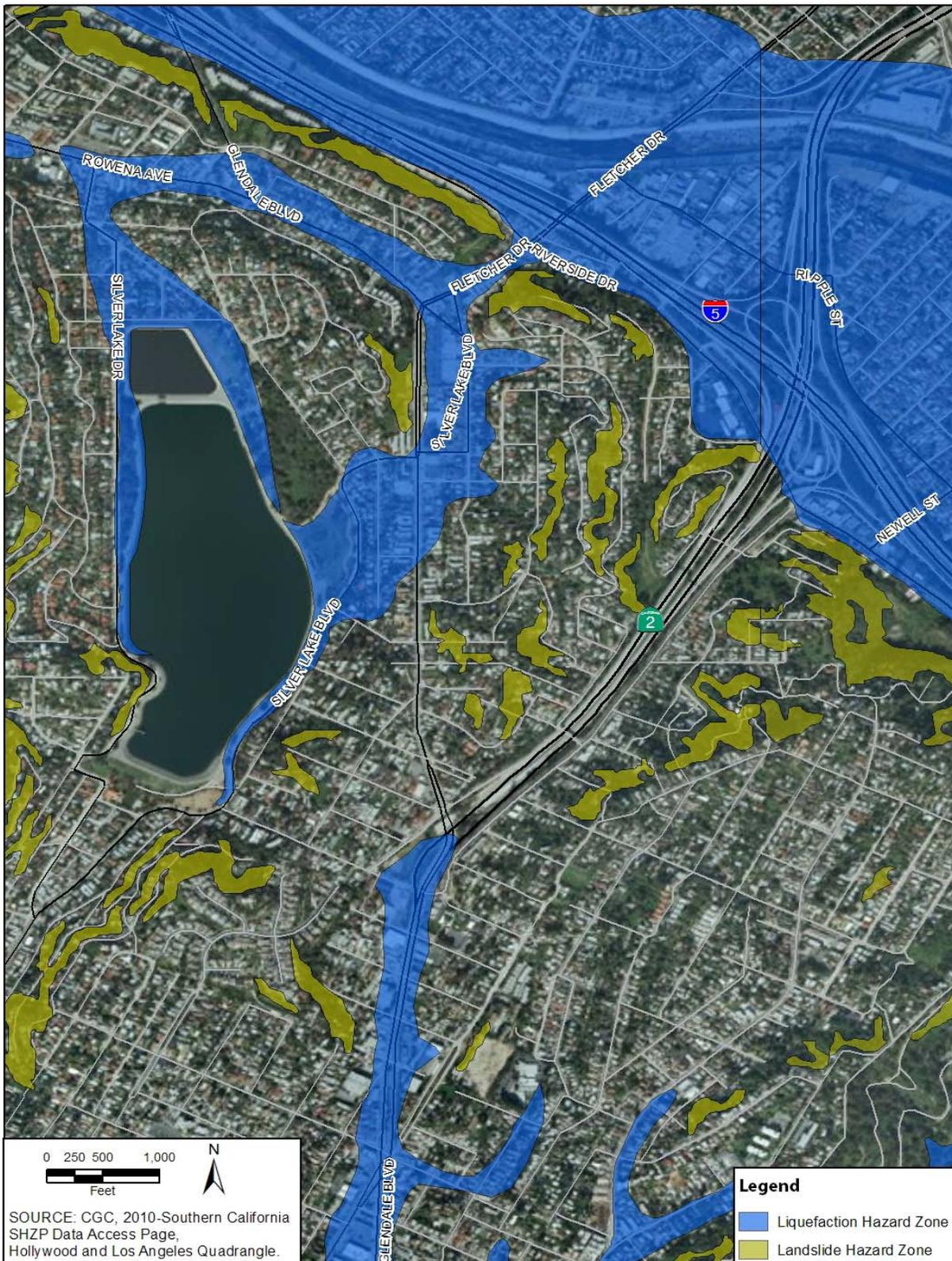


Figure 2-15. Project Area Seismic Hazard Map



Seismic Slope Instability

Other forms of seismically induced ground failures, which may affect the proposed project site, include ground cracking and landslides. Landslides triggered by earthquakes have been a significant cause of damage. In southern California, large earthquakes, such as the 1971 San Fernando earthquake and the 1994 Northridge earthquake, triggered landslides that were responsible for destroying or damaging numerous structures, blocking major transportation corridors, and damaging life-line infrastructure. Areas that are most susceptible to earthquake-induced landslides have steep slopes with poorly cemented or highly fractured rocks; are underlain by loose, weak soils; and lie on or adjacent to existing landslide deposits.

CGS seismic hazard mapping delineated areas where seismically induced landslides could occur near the proposed project site but not within the boundaries of the site (CGS 2002).

Environmental Consequences

Construction and Operational Impacts

No-Build Alternative (Baseline Alternative)

Under the No-Build Alternative, no adverse effects due to geologic hazards would occur.

Alternatives A to F

The proposed project site is not located within a State of California Earthquake Fault Zone, and the probability of damage from surface fault rupture is low due to the lack of known active faults underlying the proposed project site or vicinity. Surface ground cracking related to shaking from distant events is not considered a major hazard. The improvements proposed under the build alternatives, including the preferred alternative, Alternative F – Hybrid Alternative, would not require construction methods with the potential to result in or trigger geologic hazards, such as subsidence, lateral spreading, or landslides. To minimize and control the erosion of soils disturbed and exposed by clearing, grubbing, and grading activities, BMPs would be implemented in compliance with NPDES permit requirements and the SWPPP.

The potential exists that proposed project structures could be adversely affected by liquefaction and ground shaking hazards from seismic events on earthquake faults in the region. To reduce the potential for adverse effects related to liquefaction or landslides in the vicinity of the proposed project site, BMPs and sound engineering would be employed in compliance with all applicable provisions and guidance from Caltrans. In addition, mitigation measures proposed as part of this project would minimize adverse effects related to geologic hazards including seismic ground shaking.

Avoidance, Minimization, and/or Mitigation Measures

The mitigation measures listed below shall be implemented as part of proposed project to avoid and/or minimize potential adverse effects of the build alternatives.

- GEO-1** Geologic and seismic hazards shall be avoided or minimized by employing sound engineering practice in the design and construction of the proposed project.
- GEO-2** Because of the potential for distant seismic ground shaking and soil liquefaction, design and construction of the proposed project shall conform to all applicable provisions and guidelines set forth by Caltrans regarding earthquake safety design. With implementation of standard grading controls and structure design measures to address seismic and geologic conditions, project geologic and soil-related impacts will be mitigated. Appropriate geotechnical soil tests from project site assessment borings shall be performed and reviewed to evaluate whether potentially expansive and/or liquefaction soil conditions are present, in accordance with Table 18-1-B of the 2001 California Building Code (CBC). The applicant shall comply with all requirements of the CBC and Caltrans' building/design codes governing the proposed terminus improvements. A site grading plan shall be submitted for review and acceptance by the City before grading permits are issued. The grading plan shall be accompanied by a soils report prepared in accordance with the Guidelines for Geotechnical and Geological Reports in the City of Los Angeles and Caltrans guidelines and signed by a California Registered Civil Engineer and/or a California Registered Geologist.
- GEO-3** Project alternatives that require relocation of retaining walls and/or regrading of slopes shall require a slope stability evaluation, which will include site-specific recommendations for mitigating potential slope stability issues.

Additionally, measures identified in Section 2.2.2, Water Quality and Stormwater Runoff, to comply with NPDES permit requirements will ensure that erosion impacts will be minimized.

2.2.4 Paleontology

Regulatory Setting

Paleontology is the study of life in past geologic time based on fossil plants and animals. A number of federal statutes specifically address paleontological resources, their treatment, and funding for mitigation as a part of federally authorized or funded projects. (e.g., Antiquities Act of 1906 [16 USC 431-433], Federal-Aid Highway Act of 1956 [23 USC 305]). Under California law, paleontological resources are protected by the California Environmental Quality Act.

The City of Los Angeles guidelines for the protection of paleontological resources are specified in Section 3 of the City of Los Angeles General Plan Conservation Element. The policy requires that the City's paleontological resources be protected for research and/or educational purposes. It mandates the identification and protection of significant paleontological sites and/or resources known to exist or that are identified during land development, demolition, or property modification activities.

Affected Environment

The project area is located along the southwestern edge of the Elysian Park Hills and is primarily underlain by deep-marine sedimentary rocks of the upper Miocene Puente Formation, which consists of units of interbedded and interfingering siltstone, sandstone, and siliceous shale. The Puente Formation is folded and faulted and contains anticlines and synclines and the beds are cut by numerous old bedrock faults. Overlying the Puente Formation are Quaternary alluvial fan deposits of varying ages and pockets of artificial fill. Most of the project area is underlain by Puente Formation sandstone, with young alluvial fan deposits underlying the south-eastern portion of the project site (Geotechnical Consultants Inc., 2008). Units expected to be encountered during construction activities for the project are described below.

Puente Formation, sandstone (Tpna). Most of the project site is underlain by this unit, which consists of medium to light brown and light grey well-bedded sandstone. It ranges from very fine to very coarse grained and is mostly well cemented.

Young Alluvial Fan Deposits (Qyf). Young alluvial fan deposits will be encountered in the southeastern portions of the project site. The young alluvial fan deposits generally consist of unconsolidated gravel, sand, and silt that have been deposited primarily by flooding streams and debris flows. The surface may show slight soil development.

Artificial Fill (Qaf). Deposits of sand, silt, and gravel resulting from human construction activities; includes compacted engineered and noncompacted nonengineered fill. Although not mapped in the project area, local layers of artificial fill of varying thicknesses are expected to underlie roads and buildings in the project area. Due to the age of roads and structures in the area, generally greater than 50 years old, undocumented fill may be encountered during project construction.

Environmental Consequences

Construction and Operational Impacts

No-Build Alternative

Under the No-Build Alternative, paleontological resources would not be affected.

Alternatives A to F

The proposed project area has been disturbed by grading in the past. Given that grading has already occurred in the proposed project area, the potential for discovery of paleontological resources during construction of the proposed project is low. Paleontologic resources are not known to occur on the proposed site. If paleontological resources are discovered during construction, mitigation as specified will occur.

No operational impacts to paleontological resources would occur.

Avoidance, Minimization, and/or Mitigation Measures

The following measures are proposed to minimize impacts to any paleontological resources that may be encountered during construction.

- P-1** If project plans change to include unsurveyed areas or if buried paleontological resources are encountered during construction, work must halt until a qualified paleontologist can evaluate the nature and significance of the find. If required, recovery of significant paleontological deposits shall occur using standard paleontological techniques, including, but not limited to, manual or mechanical excavations, monitoring, soil testing, photography, mapping, or drawing to adequately recover the scientifically consequential information from and about the paleontological resource.

2.2.5 Hazardous Waste/Materials

Regulatory Setting

Hazardous materials and hazardous wastes are regulated by many state and federal laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health and land use.

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for “cradle to grave” regulation of hazardous wastes. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order 12088, Federal Compliance with Pollution Control, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act of 1976, and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction.

Affected Environment

An Initial Site Assessment (ISA) (March 2008) was completed by Geotechnical Consultants, Inc. for the proposed project area. An Addendum to the ISA was completed in June 2010. The ISA provides information from various agency databases and meets the American Society for Testing and Materials (ASTM) standard E-1527 for federal and state government database research.

A phased approach was utilized to evaluate the potential for hazardous materials at the project site, beginning with a review of the previous ISA completed for the project by URS for Caltrans in 2001. A brief review of the historical land use and the existing conditions was conducted, consisting of review of aerial photographs and Sanborn Maps for the project area, to identify land use and to verify possible sources of hazardous materials. Additional work performed for this ISA included review of an Environmental Data Resource Inc. (EDR) database of records of federal, State, and local regulatory agencies that oversee the storage, handling, and/or unauthorized release of hazardous substances. A reconnaissance visit to the project site involved visual observation from public streets of the project area and adjacent parcels for evidence of hazardous materials storage or discharge.

The assembled data within the ISA and Addendum, which is summarized within this section, was analyzed for indicators of environmental contamination with the objective of determining the potential impacts to the proposed project site and the need for additional environmental assessment.

The EDR database was reviewed for properties listed as hazardous materials users/generators and potential or known dischargers of hazardous materials. The database search included properties within a one-mile radius of an approximate center point for the proposed project site. Approximately 33 properties were identified within the one-mile search radius of the approximate center point of the proposed project site, with many of properties sites having multiple database listings and a number of the properties having duplicate listings under slightly differing names. Twenty properties listed as hazardous materials users/generators and potential or known dischargers of hazardous materials occur within the approximate limits of construction and a one quarter-mile buffer zone.

Environmental Consequences

Construction and Operational Impacts

Physical improvements for the six above project alternatives are located in the same project area/footprint and only generally vary in orientation and design of project features such as ramps, overpasses, and retaining walls. Therefore the ISA analyzes the project site as the full potential project area of construction as covered by all of the alternatives.

No-Build Alternative (Baseline Alternative)

Under the No-Build Alternative, the project site would not be disturbed, and no effects involving hazardous materials would occur.

Alternatives A to F

As stated above, 20 properties listed as hazardous materials users/generators and potential or known dischargers of hazardous materials occur within the approximate limits of construction and a one quarter-mile buffer zone. These properties were screened and no properties with a high or moderate potential to affect the proposed project site were identified. One property, Bert-Co Graphics Inc., which is located along the west side of Glendale Boulevard and is immediately adjacent to the south-southwest portion of the proposed project site, was identified as having a low potential to affect the proposed project site.

Aerially deposited lead due to exhaust emissions from leaded gasoline has been documented along major freeway routes. Aerially deposited lead is generally limited to the upper 2 feet of soil within unpaved shoulder and median areas. The presence and concentration of aerially deposited lead within the limits of the proposed project should be evaluated during the design phase. Soil sampling and laboratory testing are necessary to evaluate the requirements for excavating, reuse, or offsite disposal for this project.

Reconstruction and restriping of the SR-2 freeway terminus may require the removal of existing overpass structures and pavement. Based on the age of the SR-2 structures and overpasses, there is a potential that asbestos containing material (ACM) and lead-based paint may be present in the structures. Demolition of these structures could potentially result in exposure and mobilization of ACM and/or lead-based paint contaminants. Under the preferred alternative, Alternative F – Hybrid Alternative the overpass and flyover structures would remain and would not be demolished or substantially altered. Additionally, the yellow thermoplastic and painted stripes, and pavement markings may contain lead and chromium, and destruction of pavement surfaces containing these materials may result in mobilization of these contaminants into the environment. Alternative F proposes restriping of the southbound SR-2 lanes from the I-5/SR-2 interchange on the north to the SR-2 terminus at Glendale Boulevard in addition to restriping on Glendale Boulevard in the vicinity of the terminus. However, required implementation of Caltrans Standard Special Provisions 15-301 and 14-001 for removal of traffic stripe and pavement markings would reduce the likelihood of exposure of workers or the public to toxic levels of lead or from inadvertent environmental contamination from the paint residue.

Avoidance, Minimization, and/or Mitigation Measures

The mitigation measure listed below would substantially reduce the potential adverse impacts related to hazardous materials and hazardous wastes encountered during construction of the proposed terminus project.

HM-1 Low Potential Site. Prior to project construction, a thorough review of current environmental records shall be conducted and a site-specific inspection shall be performed to verify the environmental status of the site. Results of the record review or visual inspection that indicate environmental contamination may be present at the property shall cause low potential sites to be reevaluated in further detail to confirm presence or absence of off-site contamination. Additionally, low potential sites shall be reevaluated if the location of potential ground disturbance varies from previous

construction parameters and brings ground disturbance closer to hazardous material sites. A qualified and approved environmental consultant (California registered geologist, environmental assessor, or civil engineer experienced in environmental assessments acceptable to Metro/Caltrans) shall perform the review and evaluation, and the results reviewed and approved by the appropriate County Health Department or DTSC prior to construction.

Mitigation Measure HM-2 below was developed to address unknown contamination that may be encountered during project construction, which may have resulted from past or present on and/or offsite practices. This mitigation measure would provide an assessment of actual or potential site contamination, resulting in the development of appropriate safeguards and methods to reduce potential risk prior to and during construction.

HM-2 Discovery of Unknown Contaminants. During excavation and ground disturbance for project construction, the contractor shall observe the exposed soil for visual evidence of contamination. If visual contamination indicators are observed during construction, the contractor shall stop work until the material is properly characterized and appropriate measures are taken to protect human health and the environment. The contractor shall comply with all local, State, and federal requirements for sampling and testing, and subsequent removal, transport, and disposal of hazardous materials. Additionally, In the event that evidence of contamination is observed, the contractor shall document the exact location of the contamination and shall immediately notify the Caltrans and/or the MTA, as appropriate, describing proposed actions.

HM-3 Aerially Deposited Lead. The presence of aerially deposited lead contaminated soil must be confirmed before or during the design phase of the project to develop proper plans to reuse the affected soil within the project limits. The aerial lead site investigation study and report must conform to the requirements of Caltrans and DTSC. The aerial lead study shall require subsurface soil sampling and laboratory testing using the DI-WET and Toxicity Characteristic Leaching Procedure (TCLP) methods for lead, soluble lead, and soil pH within existing unpaved areas that will be disturbed or regraded for the project.

HM-4 Asbestos, Lead, and Chromium Containing Material. A survey of buildings, structures, and pavement areas to be removed or demolished shall be conducted to assess the presence and extent of asbestos, lead, and chromium containing materials. This study should be conducted prior to final project design by a qualified and approved environmental specialist. The investigation shall include collecting samples for laboratory analysis and quantification of contaminant levels within the buildings and structures proposed for demolition, and in pavement disturbance areas. Based on these findings appropriate measures for handling, removal, and disposal of these materials can be developed. Regulatory agencies for the State of California and County of Los Angeles should be contacted to plan handling, treatment, and/or disposal options. To reduce the potential exposure of workers or the public to toxic levels of lead or inadvertent contamination from paint residue due to removal of old yellow paint markings and yellow thermoplastic striping with high lead concentrations, Caltrans Standard Special Provisions 15-301 and 14-001 shall be implemented.

2.2.6 Air Quality

Regulatory Setting

Federal Requirements

The Clean Air Act as amended in 1990 is the federal law that governs air quality. Its counterpart in California is the California Clean Air Act of 1988. These laws set standards for the quantity of pollutants that can be in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). Standards have been established for six criteria pollutants that have been linked to potential health concerns; the criteria pollutants are: carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM), lead (Pb), and sulfur dioxide (SO₂).

Under the 1990 Clean Air Act Amendments, the U.S. Department of Transportation cannot fund, authorize, or approve federal actions to support programs or projects that are not first found to conform to State Implementation Plan (SIP) for achieving the goals of the Clean Air Act requirements. Conformity with the Clean Air Act takes place on two levels—first, at the regional level and second, at the project level. The proposed project must conform at both levels to be approved.

Regional level conformity in California is concerned with how well the region is meeting the standards set for ozone (O₃), particulate matter (PM), and fine particulates (PM_{2.5}). California is in attainment for the other criteria pollutants. At the regional level, Regional Transportation Plans (RTP) are developed that include all of the transportation projects planned for a region over a period of years, usually at least 20. Based on the projects included in the RTP, an air quality model is run to determine whether or not the implementation of those projects would conform to emission budgets or other tests showing that attainment requirements of the Clean Air Act are met. If the conformity analysis is successful, the regional planning organization, such as Southern California Association of Governments (SCAG) for the six Southern California counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial; and the appropriate federal agencies, such as the Federal Highway Administration, make the determination that the RTP is in conformity with the State Implementation Plan for achieving the goals of the Clean Air Act. Otherwise, the projects in the RTP must be modified until conformity is attained. If the design and scope of the proposed transportation project are the same as described in the RTP, then the proposed project is deemed to meet regional conformity requirements for purposes of project-level analysis.

Conformity at the project-level also requires “hot spot” analysis if an area is “nonattainment” or “maintenance” for carbon monoxide (CO) and/or particulate matter. A region is a “nonattainment” area if one or more monitoring stations in the region fail to attain the relevant standard. Areas that were previously designated as nonattainment areas but have recently met the standard are called “maintenance” areas. “Hot spot” analysis is essentially the same, for technical purposes, as CO or particulate matter analysis performed for NEPA and CEQA purposes. Conformity does include some specific standards for projects that require a hot spot analysis. In general, projects must not cause the CO standard to be violated, and in “nonattainment” areas the project must not cause any increase in the number and severity of violations. If a known CO or

particulate matter violation is located in the project vicinity, the project must include measures to reduce or eliminate the existing violation(s) as well.

Affected Environment

The following technical reports were prepared for the proposed project and approved by Caltrans:

- Air Quality Report for State Route 2 Freeway Terminus Improvement Project, approved February 2009, and
- Addendum to Air Quality Report for State Route 2 Freeway Terminus Improvement Project, approved August 2010.

Ambient air quality is affected by climatological conditions, topography, and the types and amounts of pollutants emitted. The following discussion describes relevant characteristics of the air basin and offers an overview of conditions affecting pollutant ambient air concentrations in the Basin.

Topography and Climate

The distinctive climate of the Basin is determined by its terrain, which includes a coastal plain with connecting broad valleys and low hills, and by its geographic location, bounded by the Pacific Ocean to the southwest and high mountains around the rest of its perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is interrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds (warm west winds blowing from east of Los Angeles).

Many of the same factors that make living in southern California so desirable also contribute to the worst smog problem in the nation. Gentle ocean breezes carry pollutants into the inland valleys where they are trapped by the surrounding mountains. Thermal inversions act like a lid over the Basin. Bright sunshine and warm temperatures cause some pollutants to react with each other, forming even more pollution.

The climate monitoring station located closest to the project is located within the City of Los Angeles, which is the same jurisdiction as the project site. At the Los Angeles Civic Center climate monitoring station (station number 045115), the average minimum and maximum December temperatures are 49 degrees and 68 degrees Fahrenheit, respectively, while in August the average minimum and maximum temperatures increase to 64 degrees and 83 degrees Fahrenheit, respectively. Los Angeles averages 3.4 inches of precipitation in February, the peak month. On an annual basis, Los Angeles averages 14.9 inches of rain, with virtually no rain during the months of May, June, July, August, September and October.

Environmental Consequences

Regional Air Quality Conformity

The proposed project is fully funded and is in the SCAG 2008 Regional Transportation Plan (RTP) which was found to conform by SCAG on May 8, 2008, and FHWA and FTA adopted the air quality conformity finding on June 5, 2008. The project is also included in SCAG financially constrained 2008 Regional Transportation Improvement Program (RTIP) under project identification number LA990351. The SCAG 2008 Regional Transportation Improvement Program was found to conform by FHWA and FTA on November 17, 2008. The design concept and scope of the proposed project is consistent with the project description in the 2008 RTP, the 2008 RTIP and the assumptions in the SCAG regional emissions analysis.

Project Level Conformity

Existing Air Quality Conditions

Existing air quality conditions in the project area can be characterized in terms of the AAQS that the State of California and the federal government have established for several different pollutants. For some pollutants, separate standards have been set for different measurement periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions). Table 2-13 shows the state and federal standards for a variety of pollutants.

Table 2-13. California and National Ambient Air Quality Standards

Pollutant	Averaging Time	CAAQS^a	NAAQS^b
Ozone (O ₃) ^c	1 hour	0.09 ppm ^d	--
	8 hour	0.070 ppm	0.075 ppm
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm
	8 hour	9.0 ppm	9 ppm
Nitrogen Dioxide (NO ₂) ^e	1 hour	0.18 ppm	100 ppb
	Annual	0.030 ppm	53 ppb
Sulfur Dioxide (SO ₂) ^e	1 hour	0.25 ppm	75 ppb
	3 hour	--	0.5 ppm
	24 hour	0.04 ppm	--
Inhalable Particulate Matter (PM ₁₀)	24 hour	50 µg/m ^{3c}	150 µg/m ³
	Annual	20 µg/m ³	--
Fine Particulate Matter (PM _{2.5})	24 hour	--	35 µg/m ³
	Annual	12 µg/m ³	15.0 µg/m ³
Sulfates	24 hour	25 µg/m ³	--
Lead (Pb) ^{e,f}	30 day	1.5 µg/m ³	--
	Calendar quarter	--	1.5 µg/m ³
	Rolling 3-month average	--	0.15 µg/m ³
Hydrogen Sulfide	1 hour	0.03 ppm	--
Vinyl Chloride	24 hour	0.01 ppm	--

Pollutant	Averaging Time	CAAQS ^a	NAAQS ^b
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Notes:

^a The California ambient air quality standards for O₃, CO, SO₂ (1-hour and 24-hour), NO₂, PM₁₀, and PM_{2.5} are values not to be exceeded. All other California standards shown are values not to be equaled or exceeded.

^b The national ambient air quality standards, other than O₃ and those based on annual averages, are not to be exceeded more than once a year. The O₃ standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above the standard is equal to or less than one.

^c U.S. EPA promulgated new national O₃ standards in July 1997. In April 2004, U.S. EPA made area designations for the new national 8-hour O₃ standard. The national 1-hour O₃ standard was revoked effective June 15, 2005.

^d ppm = parts per million by volume; ppb = parts per billion by volume; µg/m³ = micrograms per cubic meter.

^e NAAQS for NO₂, SO₂, and Pb were changed in 2008-2010 for the first time since the 1990 Federal CAAA. Implementation through designation of new nonattainment areas will start in 2010-2011 for Pb and 2012 onward for NO₂ and SO₂.

^f CARB staff submitted recommended area designations for the revised federal Pb standard to U.S. EPA on October 15, 2009. It was recommended that the Los Angeles County portion of the South Coast Air Basin be designated nonattainment.

Source: California Air Resources Board, February 16, 2010.

The proposed project is located in central Los Angeles County (SCAQMD Source Receptor Area 1), which is served by the Los Angeles-North Main Street ambient air monitoring station (station number 70087) located at 1630 North Main Street in Los Angeles. The monitoring station is approximately 2.3 miles southeast of the project site, and monitors O₃, CO, NO₂, SO₂, PM₁₀ and PM_{2.5}. Recent monitoring data from the Los Angeles-North Main station is provided in Table 2-14.

As shown in Table 2-14, during the 3-year reporting period, the 1-hour O₃ concentrations periodically exceed the state standard (i.e., 14 violations during the previous three years). The federal 8-hour O₃ concentrations were exceeded nine times during the same period. CO, NO₂ and SO₂ concentrations have remained below state and federal standards during the three-year reporting period. PM₁₀ concentrations have exceeded the state standard ten times during the three-year reporting period, but have not exceeded the federal standard. PM_{2.5} concentrations have exceeded federal standards 41 times during the three-year reporting period.

If a pollutant concentration is lower than the State or federal standard, the area is classified as being in attainment for that pollutant. If a pollutant violates the standard, the area is considered a nonattainment area. If data are insufficient to determine whether a pollutant is violating the standard, the area is designated unclassified. The State of California has designated the Basin as nonattainment for ozone, NO₂, Pb, PM_{2.5} and PM₁₀. As presented in Table 2-15, the federal EPA has designated the Basin as nonattainment for ozone (Extreme classification for the 8-hour standard), PM₁₀ (Serious Nonattainment); and PM_{2.5} (Nonattainment).

Table 2-14. Ambient Air Quality Monitoring Data Collected from the Los Angeles-North Main Street (ARB Station No.70087) Monitoring Station

Pollutant Standards	2006	2007	2008
Ozone (O₃) (Los Angeles-North Main Street)			
Maximum 1-hour concentration (ppm)	0.108	0.115	0.019
Maximum 8-hour concentration (ppm)	0.079	0.102	0.090
Number of Days Standard Exceeded			
CAAQS 1-hour (>0.09 ppm)	8	3	3
CAAQS 8-hour (>0.070 ppm)	7	6	6
NAAQS 8-hour (>0.075 ppm)	3	3	3
Carbon Monoxide (CO) (Los Angeles-North Main Street)			
Maximum 8-hour concentration (ppm)	2.68	2.15	1.96
Number of Days Standard Exceeded			
NAAQS 8-hour (>9.0 ppm)	0	0	0
CAAQS 8-hour (>9.0 ppm)	0	0	0
NAAQS 1-hour (>35 ppm)	0	0	0
CAAQS 1-hour (>20 ppm)	0	0	0
Nitrogen Dioxide (NO₂) (Los Angeles-North Main Street)			
Maximum 1-hour concentration (ppm)	0.111	0.104	0.122
State annual average concentration (>0.030 ppm)	0.029	0.030	0.027
Number of Days Standard Exceeded			
CAAQS 1-hour (>0.18 ppm)	0	0	0
Sulfur Dioxide (SO₂) (Los Angeles – North Main Street)			
Maximum 24-hour concentration (ppm)	0.006	0.005	0.003
National annual average concentration (>0.030 ppm)	0.001	<0.000	<0.000
Number of Days Standard Exceeded			
CAAQS 24-hour (>0.04 ppm)	0	0	0
NAAQS 24-hour (>0.14 ppm)	0	0	0
Inhalable Particulate Matter (PM₁₀) (Los Angeles-North Main Street)			
National maximum 24-hour concentration (µg/m ³)	59.0	78.0	66.0
National second-highest 24-hour concentration (µg/m ³)	55.0	77.0	65.0
State maximum 24-hour concentration (µg/m ³)	58.0	77.0	64.0
State second-highest 24-hour concentration (µg/m ³)	55.0	76.0	63.0
National annual average concentration (>50 µg/m ³) ^b	30.1	33.3	29.0
State ^c annual average concentration (>20 µg/m ³)	30.1	33.0	NA
Number of Days Standard Exceeded			
CAAQS 24-hour (>50 µg/m ³)	3	5	2
NAAQS 24-hour (>150 µg/m ³)	0	0	0
Inhalable Particulate Matter (PM_{2.5}) (Los Angeles-North Main St.)			
National maximum 24-hour concentration (µg/m ³)	56.2	64.1	78.3
National second-highest 24-hour concentration (µg/m ³)	45.7	61.1	59.9
National third-highest 24-hour concentration (µg/m ³)	56.2	64.1	78.3
National fourth-highest 24-hour concentration (µg/m ³)	45.7	62.0	59.9
National annual average concentration (>15 µg/m ³) ^b	15.6	16.7	15.9
State ^c annual average concentration (>12 µg/m ³)	16.0	NA	16.2
Number of Days Standard Exceeded			
NAAQS 24-hour (>35 µg/m ³) ^d	11	20	10

Notes:

CAAQS = California Ambient Air Quality Standards; NAAQS = National Ambient Air Quality Standards; NA = Insufficient data available to determine the value.

^a Measurements usually collected every 6 days.

^b National annual average based on arithmetic mean.

^c State annual average based on geometric mean.

^d Based on an estimate of how many days concentrations would have been greater than the standard.

Sources: California Air Resources Board, compiled by ICF International, May 2010.

Table 2-15. Attainment Status for the Los Angeles County Portion of South Coast Air Basin

Pollutants	Status	
	Federal	State
Ozone (O ₃) ^a	1-hour: Not Applicable 8-hour: Nonattainment, Extreme	1-hour: Nonattainment, Extreme 8-hour: Not Applicable
Carbon Monoxide (CO)	Attainment/Maintenance	Attainment
Nitrogen Dioxide (NO ₂) ^b	Attainment/Maintenance	Nonattainment
Sulfur Dioxide (SO ₂)	Attainment	Attainment
Particulates (PM ₁₀)	Nonattainment, Serious	Nonattainment
Fine Particulates (PM _{2.5})	Nonattainment	Nonattainment
Lead (Pb) ^c	Attainment	Nonattainment

^a U.S. EPA promulgated new national O₃ standards in July 1997. In April 2004, U.S. EPA made area designations for the new national 8-hour O₃ standard. The national 1-hour O₃ standard was revoked effective June 15, 2005.

^b U.S. EPA adopted a new 1-hour NO₂ standard on January 22, 2010.

^c CARB staff submitted recommended area designations for the revised federal Pb standard to U.S. EPA on October 15, 2009. It was recommended that the Los Angeles County portion of the South Coast Air Basin be designated nonattainment. U.S. EPA has yet to act on the nonattainment designation request.

Source: California Air Resources Board, 2010.

Since the Basin is designated maintenance and nonattainment for criteria pollutants CO and particulates (PM₁₀ and PM_{2.5}), respectively, hotspot analyses were performed to assess project-related effects on localized CO and PM₁₀/PM_{2.5} concentrations.

Localized CO Hot-Spot Evaluation

The project was evaluated using the CO analysis protocol, which was described earlier. The CO protocol includes two flowcharts that illustrate when a detailed CO analysis needs to be prepared. The first flowchart is used to ascertain the CO modeling requirements for new projects. The questions (shown in the first flowchart) relevant to the project, and the answers to those questions, are as follows:

3.1.1: Is the project exempt from all emissions analyses?

Response: No, the project does not qualify for an exemption. As shown in Table 1 of the CO protocol, the proposed project does not fall into a project category that is exempt from all emissions analysis (proceed to 3.1.2).

3.1.2: Is the project exempt from regional emissions analyses?

Response: No, the project is not exempt from a regional emissions analysis. As shown in Table 2 of the CO protocol, the proposed project does not meet the criteria of any of the project categories identified as exempt from regional emissions analysis (proceed to 3.1.3).

3.1.3: Is the project locally defined as regionally significant?

Response: Yes, the City and County define the project as regionally significant (proceed to 3.1.4).

3.1.4: Is the project in a federal attainment area?

Response: No, the project is located in the Basin, which is designated as federal nonattainment areas for ozone and particulate matters (PM₁₀ and PM_{2.5}). As such, the proposed project is subject to a regional conformity determination (proceed to 3.1.5).

3.1.5: Is there a currently conforming RTP and TIP?

Response: Yes, SCAG's 2008 RTP and 2008 RTIP were both found to be conforming by FHWA on June 5, 2008, and November 17, 2008, respectively (proceed to 3.1.6).

3.1.6: Is the project included in the regional emissions analysis supporting the currently conforming RTP and TIP?

Response: Yes, the proposed project is included in both the SCAG 2008 RTP and 2008 TIP as project ID No. LA990351 (proceed to 3.1.7).

3.1.7: Has the project design concept and/or scope changed significantly from that in the regional analysis?

Response: No, neither the project design concept nor scope has changed significantly from that in the regional analysis (proceed to 3.1.9).

3.1.9: The conclusion from this series of questions and answers is that the project needs to be examined for its local air impacts (proceed to Section 4, Figure 3 of CO protocol).

On the basis of the answers to the first flowchart, a second flowchart is used to determine the level of local CO impact analysis required for the project.

The questions applicable to the project in the second flowchart and the answers to those questions are as follows.

Level 1: Is the project in a CO nonattainment area?

Response: No, as shown previously in Table 2-15, the South Coast Air Basin is classified as an attainment/maintenance area for the federal CO standards. A summary of the most recent 3 years of monitored CO data is presented in Table 2-14. The table is based on monitoring data collected at the Los Angeles-North Main Street ambient air monitoring station (ARB Station No. 70087)

Level 1 - Was the area redesignated as “attainment” after the 1990 Clean Air Act?

Response: Yes, the South Coast Air Basin was reclassified to attainment/maintenance from serious nonattainment, effective June 11, 2007 when a CO Maintenance Plan was approved.

Level 1 - Has “continued attainment” been verified with the local Air District, if appropriate?

Response: Yes. Based on ambient air monitoring data collected by the South Coast Air Quality Management District, the South Coast Air Basin has continually met the federal ambient air quality standards for CO since the year 2002. However, the re-designation is so recent that an annual review of monitoring data by the ARB has not yet occurred (Proceed to Level 7).

Level 7 - Does the project worsen air quality? (See section 4.7.1)

Response: Yes. According to Section 4.7.1 of the CO protocol, the following criteria should be used to determine whether a project is likely to worsen air quality for the area substantially affected by the project:

- a. **The project significantly increases the percentage of vehicles operating in cold start mode. Increasing the number of vehicles operating in cold start mode by as little as 2% should be considered potentially significant.** Given the nature of the project, which is to improve an existing freeway terminus, the project would have no effect on the percentage of vehicles operating in the cold start mode.
- b. **The project significantly increases traffic volumes. Increases in traffic volumes in excess of 5% should be considered potentially significant. Increasing traffic volume by less than 5% may still be potentially significant if there is also a reduction in average speeds.** The proposed project does not add capacity, and as such, would not significantly increase traffic volumes.
- c. **The project worsens traffic flow. For uninterrupted roadway segments, a reduction in average speeds (within a range of 3 to 50 mph) should be regarded as worsening traffic flow. For intersection segments, a reduction in average speed or an increase in average delay should be considered as worsening traffic flow.** Based on the traffic study prepared for the proposed project (Fehr & Peers/Kaku Associates, September 2008), proposed project improvements would result in no changes in intersection delay for 18 of the 21 study intersections. Table 7 from the project traffic report details future LOS conditions at all study-area intersection locations. Table 8A from the project traffic report and Tables 3 and 4 in the traffic technical memorandum (August 2010) for Alternative F – Hybrid Alternative, focus on the 4 study intersections

that would experience a change in operating conditions in comparison to No Build; and details the following:

- Node 1 (Glendale BI/SR-2 Off-ramp-Fargo St-Waterloo St) would experience improved operating conditions during both the AM and PM peak demand periods.
- Node 2 (Glendale BI/Allesandro St) would experience improved operating conditions during both the AM and PM peak demand periods.
- Node 3 (Glendale BI/Aaron St) – During the AM peak demand period, Alternative A would experience the same delay as under the No-Build condition, Alternatives B through E would experience improved operating conditions, and the preferred alternative, Alternative F – Hybrid Alternative, would experience a slight increase in delay. During the PM peak demand period, Alternatives A and F would experience slightly improved operating conditions (average delay), while Alternatives B through E would experience slightly degraded operating conditions in comparison to No-Build.
- Node 21 (Glendale BI/SR-2 On-ramp and/or Off-ramps) – Alternative A would experience similar operating conditions to the No-Build in the AM peak period and slightly worse delay in the PM peak. Alternatives B through E would experience worse operating conditions in the AM and PM peak periods. Alternative F would experience slightly improved operating conditions in the AM peak and similar conditions in the PM peak compared to the No-Build conditions.

Since not all intersection locations would experience improved operating conditions under all of the build alternatives when compared to No Build, the proposed project has the potential to slightly worsen air quality at certain intersection locations.

Level 7: Is the project suspected of resulting in higher CO concentrations than those existing within the region at the time of attainment demonstration?

Response: Yes, According to Section 4.7.2 of the CO protocol, project sponsors are encouraged to use the following criteria to determine the potential for the project to result in higher CO concentrations than those existing within the region at the time of attainment demonstration:

- a. *The receptors at the location under study are at the same distance or farther from the traveled roadway than the receptors at the location where attainment as been demonstrated.*

A receptor distance of 3 meters from the traveled roadway was used in the CO attainment demonstration prepared for the 2003 air quality management plan (AQMP). With respect to the proposed project, all sensitive receptors are located more than 3 meters from the traveled roadway.

- b. *The roadway geometry of the two locations is not significantly different. An example of a significant difference would be a larger number of lanes at the location under study compared to the location where attainment has been demonstrated.*

In the CO attainment demonstration prepared for the 2003 AQMP, 4 approach lanes in all directions were used to model the intersections at Wilshire/Veteran and La Cienega/Century; while 3 approach lanes in all directions were used to model the intersections at Sunset/Highland and Long Beach/Imperial. With respect to the proposed project, there would be 3 or less approach lanes under each proposed build alternative.

It is worth noting that in the CO attainment demonstration, all modeled intersections were 4-leg intersections, which differs from the proposed project Build Alternative A, which would be 5-leg. The intersection configurations proposed under Build Alternatives B through F would all be 4-leg.

In comparing the total number of intersection approach lanes; however, the attainment demonstration intersections had 12 to 16 approach lanes each, compared to just 7 to 10 approach lanes for proposed project build alternative.

- c. *Expected worse-case meteorology at the location under study is the same or better than the worst-case meteorology at the location where attainment has been demonstrated. Relevant meteorological variables include: wind speed, wind direction, temperature and stability class.*

In the CO attainment demonstration prepared for the 2003 AQMP, a wind speed of 1 meter per second, stability class D, and worst-case wind angle were used as modeling assumptions. These assumptions are considered worst-case; and as such, the expected worst-case meteorology at the location under study would be the same or better. In addition, there is no meaningful difference in temperature between the attainment demonstration intersection locations and the proposed project intersection location.

- d. *Traffic lane volumes at the location under study are the same or lower than those at the location where attainment has been demonstrated.*

A comparison of the traffic volumes per lane used for modeling in the attainment plan demonstration and volumes per lane projected to occur at study intersection locations is provided Table 2-16 and Table 2-17, respectively.

Table 2-16. Peak-Hour Traffic Volumes Used in the 2003 AQMP

Location	Eastbound (AM/PM)	Westbound (AM/PM)	Southbound AM/PM)	Northbound (AM/PM)
Wilshire – Veteran	1,238/517	458/829	180/350	140/233
Sunset – Highland	472/588	447/513	768/611	517/746
La Cienega – Century	635/561	473/682	346/507	205/419
Long Beach – Imperial	406/673	587/467	160/315	252/383

Source: SCAQMD, 2003 Air Quality Management Plan.

Table 2-17. Proposed Project Peak-Hour Approach Lane Volumes

Alternative/Roadway Intersection	Eastbound (AM/PM)	Westbound (AM/PM)	Southbound (AM/PM)	Northbound (AM/PM)
Future (Year 2033) Alternative A				
Glendale BI & SR-2 SB Off-Ramp/Fargo St/Waterloo St. ^a				
Lanes: 2 EB, 3 WB, 2 SB, 3 NB	43/62	463/99	569/315	131/194
Glendale BI & SR-2 NB On-Ramp				
Lanes: 0 EB, 0 WB, 2 SB, 4 NB	--	--	1,117/343	566/1008
Future (Year 2033) Alternative B				
Glendale BI & SR-2 SB Off-Ramp/Fargo St/Waterloo St. ^a				
Lanes: 2 EB, 0 WB, 2 SB, 3 NB	43/62	--	569/315	200/268
Glendale BI/SR-2 SB Off-Ramp & Allesandro St				
Lanes: 0 EB, 3 WB, 4 SB, 3 NB	--	115/103	1,029/665	727/1,327
Glendale BI & SR-2 NB On-Ramp				
Lanes: 0 EB, 0 WB, 6 SB, 4 NB	--	--	704/469	566/1,008
Future (Year 2033) Alternatives C, D, and E				
Glendale BI & SR-2 SB Off-Ramp/Fargo St/Waterloo St. ^a				
Lanes: 2 EB, 0 WB, 2 SB, 3 NB	43/62	--	569/315	200/268
Glendale BI/SR-2 SB Off-Ramp & Allesandro St				
Lanes: 0 EB, 3 WB, 4 SB, 3 NB	--	115/103	1,029/665	727/1,327
Glendale BI & SR-2 NB On-Ramp				
Lanes: 0 EB, 0 WB, 7 SB, 4 NB	--	--	603/402	566/1,008
Future (Year 2033) Alternative F				
Glendale BI & SR-2 SB Off-Ramp/Fargo St/Waterloo St. ^a				
Lanes: 2 EB, 0 WB, 2 SB, 3 NB	43/63	--	569/315	131/194
Glendale BI/SR-2 SB Off-Ramp & Allesandro St				
Lanes: 0 EB, 3 WB, 4 SB, 3 NB	--	115/103	1,002/615	727/1,327
Glendale BI & SR-2 NB On-Ramp				
Lanes: 0 EB, 0 WB, 3 SB, 4 NB	--	--	813/303	566/1,008

Notes:

^a Eastbound traffic calculated by adding volumes for Fargo St. and Waterloo St.

Source: Traffic Study for the State Route 2 Glendale Freeway Terminus Improvement Project (September 2008), and Technical Memorandum for the State Route 2 Glendale Freeway Terminus Improvement Project Traffic Analysis for Hybrid Alternative (Fehr & Peers, July 2010).

As shown above in Table 2-16 and Table 2-17, future year 2033 approach lane traffic volumes during the PM peak-hour for northbound traffic under Build Alternatives B through F at the intersection of Glendale Boulevard/SR-2 Southbound Off-Ramp and Allesandro Street would be higher than those at all intersection locations where attainment has been demonstrated. The PM peak-hour lane volumes of 1,327 would exceed the highest attainment demonstration lane volumes of 1,238 by 89 vehicles (7.2%).

- e. *Percentage of vehicles operating in cold start mode at the location under study is the same or lower than the percentage at the location where attainment has been demonstrated.*

Both the attainment-area demonstration intersection locations (Table 2-16 above) and project-area intersection locations (Table 2-17 above) are all located along urban arterial roadways within the South Coast Air Basin. As such, vehicles operating in the cold start mode are expected to be similar at all intersection locations.

- f. *Percentage of heavy duty gas trucks at the location under study is the same or lower than the percentage at the location where attainment has been demonstrated.*

Both the attainment-area demonstration intersection locations (Table 2-16 above) and project-area intersection locations (Table 2-17 above) are all located along urban arterial roadways (that contain a similar mix of urban land uses) within the South Coast Air Basin. As such, the percentage of heavy duty gas trucks comprising the vehicular fleet mix is expected to be similar at all intersection locations.

- g. *For projects involving intersections, average delay and queue length for each approach is the same or smaller for the intersection under study compared to those found in the intersection where attainment has been demonstrated.*

As shown above in Table 2-16 and Table 2-17, future year 2033 approach lane traffic volumes during the PM peak-hour for northbound traffic under Build Alternatives B through F at the intersection of Glendale Boulevard/SR-2 Southbound Off-Ramp and Allesandro Street would be higher than those at all intersection locations where attainment has been demonstrated. As such, there is a possibility that average delay and queue length for said approach lanes may be longer for the intersection under study when compared to those found in the intersections where attainment has been demonstrated.

- h. *Background concentration at the location under study is the same or lower than the background concentration at the location where attainment has been demonstrated.*

As shown earlier in Table 2-14, background CO concentrations in the project area have ranged from 1.96 ppm to 2.68 ppm during the past few years for the 8-hour averaging period. This compares to an 8-hour average maximum background concentration of 7.8 ppm (year 2005) used for the 2003 AQMP attainment demonstration.

On the basis of the CO protocol screening criteria under Section 4.7.2 of said protocol, the intersection of Glendale Boulevard/SR-2 Southbound Off-Ramp and Allesandro Street under Build Alternatives B through F has potential to cause project-area CO concentrations to exceed those existing within the region at the time of attainment demonstration, and as such, must move forward along the Protocol flowchart. All other intersection locations can be screened out at this juncture, and do not require further analysis. The CO protocol analysis that follows applies to PM peak-hour traffic volumes at the intersection of Glendale Boulevard/SR-2 Southbound Off-Ramp and Allesandro Street under Build Alternatives B through F only.

Level 7: Does project involve a signalized intersection at LOS E or F?

Response: Yes, as detailed in Tables 3 and 4 in the traffic technical memorandum (July 2010), subject intersection would operate at LOS F during the PM peak-hour.

Based on the answers to the Level 7 questions above, the protocol flowchart calls for a “Level 4” screening analysis; however, Caltrans District 7 has abandoned the Level 4 screening approach , and recommends that a “Level 5” analysis (i.e., dispersion modeling) be performed.

Localized CO concentrations were predicted using the CALINE4 line-source dispersion model with EMFAC 2007 emissions factors. All dispersion modeling input assumptions are consistent with CO Protocol recommendations, with four receptor locations were placed at 3 meters from each corner location. CO concentrations were predicted for both the 1-hour and 8-hour averaging periods at opening year 2013 and horizon year 2033. Worst-case ambient background CO concentrations of 5.08 parts per million and 3.05 parts per million for the 1-hour and 8-hour averaging periods, respectively, were used in the analysis.²¹ The intersection worst-case predicted 1-hour and 8-hour CO concentrations are provided below in Table 2-18. As shown therein, the project would not have a significant impact upon 1-hour or 8-hour local CO concentrations due to mobile source emissions.

Table 2-18. Estimate of Worst-case Opening Year 2013 and Horizon Year 2033 PM Peak-hour Localized Carbon Monoxide Concentrations

Intersection	Analysis Year	Maximum 1-Hour CO Concentration in ppm	Exceed 1-hour Standard of 20 ppm?	Maximum 8-Hour CO Concentration in ppm	Exceed 8-hour Standard of 9.0 ppm?
Glendale BI/SR-2 SB Off-Ramp and Allesandro St	2013	8.3	No	5.8	No
	2033	5.7	No	4.0	No

Notes:
 CALINE4 dispersion model output sheets and Emfac2007 emission factors are provided in the Air Quality Report.
 ppm = parts per million

Source: ICF Jones & Stokes, February 2009.

²¹ Background CO concentrations based on highest measured concentrations measured at the Los Angeles North Main station during the previous three year period.

Because project implementation would not result in CO concentrations that exceed the 1-hour or 8-hour ambient air quality standard, on the basis of CO protocol analysis methodology, no further analysis is needed. Potential impacts would not be adverse under NEPA and would be less than significant under CEQA.

Localized PM_{2.5} and PM₁₀ Hot-Spot Evaluation

While most projects create particulate emissions during construction, construction activities lasting five years or less are considered temporary impacts under the EPA transportation conformity rule and are exempt. It is expected that this project would be completed in less than two years. As such, hot-spot review is therefore limited to operational impacts.

The EPA has not specified a quantitative method for analyzing localized PM_{2.5} or PM₁₀ concentrations from operational traffic but released a qualitative guidance document titled *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas* in March 2006. A qualitative PM_{2.5} and PM₁₀ conformity review based on this most-recent EPA guidance is provided below.

EPA specifies in 40 CFR 93.123(b)(1) that only “projects of air quality concern” are required to undergo a PM_{2.5} and PM₁₀ hot-spot analysis. EPA defines projects of air quality concern as certain highway and transit projects that involve significant levels of diesel traffic or any other project that is identified by the PM_{2.5} SIP as a localized air quality concern. A discussion of the proposed project compared to projects of air quality concern, as defined by 40 CFR 93.123(b)(1), is provided below.

New or expanded highway projects that have a significant number of or significant increase in diesel vehicles. The project proposes to reconstruct the southern terminus of SR-2, as detailed in Chapter 1 of this document. None of the project alternatives would add any capacity to the main-line segment of SR-2 within the project limits (i.e., PM 13.5/15.2). Based on Caltrans traffic counts, diesel-fueled vehicles currently comprise approximately 3.7 percent of the traffic volumes along the project area limits of SR-2.²² In future years, diesel-fueled vehicles, as a percentage of overall traffic volumes along said freeway main-line segment is expected to remain constant at 3.7 percent through horizon year 2033. As such, no increase in diesel-fueled vehicle traffic volumes along the project area limits of SR-2 is anticipated to occur as a result of the proposed project.

Projects affecting intersections that are at level of service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project. The project traffic report identified 20 intersections likely to be affected by the proposed project. Of these 20 intersections, 18 intersections would experience no change in LOS as a result of project development, and two intersections would experience an improvement in LOS. In addition, the project would have no effect on diesel vehicle traffic volumes along the project limits of SR-2, or along any other roadway segment.

²² Caltrans Traffic Data Branch website. Available: <http://traffic-counts.dot.ca.gov/>. Accessed: June 2, 2008.

New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location. The proposed project has no bus or rail terminal component, nor would it alter travel patterns to/from any existing bus or rail terminal.

Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location. The proposed project would not expand any bus terminal, rail terminal, or related transfer point that would increase the number of diesel vehicles congregating at any single location.

Projects in or affecting locations, areas, or categories of sites that are identified in the PM_{2.5}- or PM₁₀-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation. The project site is not in or affecting an area or location identified in any PM₁₀ or PM_{2.5} implementation plan. The immediate project area is not considered to be a site of violation or possible violation.

The discussion provided above indicates that the proposed project would not be considered a Project of Air Quality Concern, as defined by 40 CFR 93.123(b)(1). Therefore, PM_{2.5} and PM₁₀ hot-spot evaluations are not required. It is unlikely that the proposed project would generate new air quality violations, worsen existing violations, or delay attainment of national AAQS for PM_{2.5} and PM₁₀. The SCAG Transportation Conformity Working Group concurred with this determination in December 2008 and in again in July 2010 when considering the preferred alternative, Alternative F – Hybrid Alternative. A copy of this finding, as well as the *PM Conformity Hot-Spot Analysis Project Summary Form for Interagency Consultation* completed for the project, is provided in the appendix to the air quality report. Clean Air Act, 40 CFR Part 93.116 requirements are met without any explicit hot-spot analysis; and as such, the proposed project can be screened from further analysis.

Supplemental Analysis of Re-entrained Fugitive Dust

Fugitive dust emissions from vehicle travel on paved roads (i.e., re-entrained dust) can be calculated using the emission factor equation provided in the Fifth Edition of EPA's AP-42 emissions factor compilation document.²³ The specific equation can be found in Section 13.2.1 of the AP-42 document. The emissions factor equation requires the input of several site-specific variables such as particle size multiplier, roadway silt loading factor, average vehicle weight, and rainfall correlation factor. The variables used in the analysis for the proposed project were obtained based on research conducted by Midwest Research Institute while they were performing California silt loading measurements.²⁴

Based on the EPA's AP-42 emission factor equation, re-entrained roadway emissions of PM₁₀ and PM_{2.5} along the project limits of SR-2 (PM 13.5 to PM 15.0) would be 0.04 tons per year and 0.01 tons per year, respectively, for both the Build and No-Build project alternatives. Emissions

²³ U.S. Environmental Protection Agency. Compilation of Air Pollutant Emission Factors, AP 42, Fifth Edition, Volume I, Chapter 13: Miscellaneous Sources, Section 13.2.1 Paved Roads, December 2003.

²⁴ Muleski, Greg. Improvement of Specific Emission Factors (BACM Project No. 1), Final Report. Midwest Research Institute. March 29, 1996.

would be the same under both Build alternatives, as well as under the No-Build alternative, because AADT (and related VMT) would be the same under all project alternatives. The emissions calculation worksheet is provided in the Air Quality Study printed under separate cover.

Because project implementation would not result in higher emissions, and related concentrations, of re-entrained fugitive dust than under the No-Build Alternative, no further analysis is needed.

Other Issues to Consider

Construction Impacts

No-Build Alternative (Baseline Alternative)

The No-Build Alternative is used to compare the relative impacts and benefits of the proposed project improvements. Under this alternative, no improvements, modifications, or changes would be made to the project limits of SR-2. As such, there would be no construction-period emissions.

Alternatives A to F

Criteria Pollutant Emissions

Construction activities including demolition and grading and use of construction equipment and vehicles would generate criteria pollutants including PM₁₀, PM_{2.5}, and NO_x. However, construction activities lasting five years or less are considered temporary impacts under the EPA transportation conformity rule and are exempt. It is expected that this project would be completed in less than two years. As such, with respect to the proposed project, conformity requirements apply only to emissions after completion of a project; they do not apply to construction impacts.

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment also are anticipated and would include carbon monoxide (CO), nitrogen oxides (NO_x), volatile organic compounds (VOCs), directly-emitted particulate matter (PM₁₀ and PM_{2.5}), and toxic air contaminants such as diesel exhaust particulate matter. Ozone is a regional pollutant that is derived from NO_x and VOCs in the presence of sunlight and heat.

Site preparation and roadway construction would involve clearing, cut-and-fill activities, grading, removing or improving existing roadways, and paving roadway surfaces. Construction-related effects on air quality from most highway projects would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils to and from the site. If not properly controlled, these activities would temporarily generate PM₁₀, PM_{2.5}, and small amounts of CO, SO₂, NO_x, and VOCs. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. PM₁₀ emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM₁₀ emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Construction activities for large development projects are estimated by the Environmental Protection Agency (EPA) to add 1.09 tonne (1.2 tons) of fugitive dust per acre of soil disturbed per month of activity. If water or other soil stabilizers are used to control dust, the emissions can be reduced by up to 50 percent. Caltrans' Standard Specifications (Section 10) pertaining to dust minimization requirements requires use of water or dust palliative compounds and will reduce potential fugitive dust emissions during construction.

In addition to dust-related PM10 emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO₂, NO_x, VOCs and some soot particulate (PM10 and PM2.5) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

SO₂ is generated by oxidation during combustion of organic sulfur compounds contained in diesel fuel. Off-road diesel fuel meeting Federal Standards can contain up to 5,000 parts per million (ppm) of sulfur, whereas on-road diesel is restricted to less than 15 ppm of sulfur. However, under California law and Air Resources Board regulations, off-road diesel fuel used in California must meet the same sulfur and other standards as on-road diesel fuel, so SO₂-related issues due to diesel exhaust will be minimal. Some phases of construction, particularly asphalt paving, would result in short-term odors in the immediate area of each paving site(s). Such odors would be quickly dispersed below detectable thresholds as distance from the site(s) increases.

Naturally Occurring Asbestos

It is routine and an established local practice in the Caltrans District 7 region to include a discussion pertaining to NOA. This discussion is limited to NOA consistent with the methodology detailed in the memorandum *Addressing Naturally Occurring Asbestos in CEQA Documents* (Governor's Office of Planning and Research, August 2007). Discussions relating to all other types of asbestos are deferred to Caltrans' hazardous waste or other environmental reports.

The purpose of the discussion is to ascertain the potential impact of NOA entrainment during construction. The two most common sources of NOA in California are serpentinite and ultramafic rock. Serpentinite and/or ultramafic rock are known to be present in 44 of California's 58 counties. While Los Angeles County is included amongst the 44 counties known to have serpentinite and/or ultramafic rock, such rock formations are limited to Catalina Island. As such, there is no potential for impacts related to NOA during project construction.

Mobile Source Air Toxics

The FHWA memorandum *Interim Guidance Update on Air Toxic Analysis in NEPA Documents* (September 2009) provides guidance on how mobile source air toxics (MSAT) should be addressed in NEPA documents for highway projects and has developed a tiered approach for analyzing MSATs in NEPA documents. Depending on the specific project circumstances, FHWA has identified three levels of analysis:

- 1) no analysis for exempt projects or projects with no potential for meaningful MSAT effects,
- 2) qualitative analysis for projects with low-potential MSAT effects, or
- 3) quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects.

With respect to the proposed project, as shown below in Table 2-19 the projected annual average daily traffic (AADT) volumes at opening year 2013 of 76,122 and horizon year 2033 of 92,883 would be well below the 140,000 to 150,000 AADT criterion established by FHWA for projects considered to have higher potential for MSAT effects.²⁹ Furthermore, project improvements would not add any capacity or re-route existing traffic volumes out of the existing project limits right-of-way. Project improvements would have no meaningful impacts on traffic volumes or vehicle mix. The percentage of AADT volumes comprised of heavy-truck traffic is anticipated to remain constant at 3.7%, from existing conditions through horizon year 2033. As such, the proposed project is considered a project with low-no potential for meaningful MSAT effects (i.e., level 2 [qualitative level of analysis]).

Table 2-19. Annual Average Daily Traffic and Truck Percentage

Year	AADT ^a	% Diesel ^b	AADT - Diesel	AADT - Passenger
2006	71,000	3.7%	2,627	68,373
2013	76,122	3.7%	2,817	73,305
2033	92,883	3.7%	3,437	89,446

Notes:

^a Year 2013 and 2033 traffic volumes forecasted by growing the year 2006 traffic volume of 71,000 by an annual growth factor of 1 percent.

^b Caltrans Traffic Data Branch website. Available: <http://traffic-counts.dot.ca.gov/>. Accessed: June 2, 2008.

Source: Caltrans, ICF Jones & Stokes, 2008.

The purpose of this project is to better manage traffic flow at the terminus and enhance mobility and safety in the vicinity of the SR-2 terminus by a combination (dependant on build alternative) of widening and/or minor shifting of existing ramps; and installation of new traffic signals. This project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the No-Build Alternative. As such, FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. Consequently, this effort is exempt from analysis for MSATs.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSATs to decline significantly over the next 20 years. Even after accounting for a 64 percent increase in VMT, FHWA predicts MSATs will decline in the range of 57 percent to 87 percent, from 2000 to 2020,

²⁹ Year 2013 and 2033 traffic volumes forecasted by growing the year 2006 traffic volume of 71,000 by an annual growth factor of 1 percent.

based on regulations now in effect, even with a projected 64 percent increase in VMT. This will both reduce the background level of MSATs as well as the possibility of even minor MSAT emissions from this project.

Avoidance and Minimization Measures

The following measures should be implemented to avoid or minimize potential adverse impacts on air quality.

Construction Exhaust Emissions

AQ-1 The project shall conform to Caltrans' construction requirements, as specified in Caltrans' Standard Specifications, Section 7-1.01F (Air Pollution Control): "The contractor shall comply with all air pollution control ordinances and statutes that apply to any work performed pursuant to the contract, including any air pollution control rules, regulations, ordinances, and statutes specified in Section 11017 of the Government Code." Implementation of said control measures would avoid and/or minimize any construction exhaust emissions-related impacts on air quality.

Construction-Activity Fugitive Dust Emissions

SCAQMD adopted Rule 403 (Fugitive Dust Control), the purpose of which is to ensure that state and federal ambient air quality standards for PM₁₀ are not exceeded due to man-made sources of fugitive dust within the Basin and implement the control measures contained in the Basin federal PM₁₀ attainment plan. Measure AQ-2 below provides a summary of SCAQMD Rule 403 requirements. Complete Rule 403 text is provided in the appendix to the air quality report.

AQ-2 The owner or operator of any construction/demolition equipment shall implement all applicable control measures specified in SCAQMD Rule 403. A summary of control measures is provided below:

- use periodic watering for short-term stabilization of disturbed surface areas to minimize visible fugitive dust emissions. For purposes of this rule, use of a water truck to moisten disturbed surfaces and actively spread water during visible dusting episodes shall be considered sufficient to maintain compliance;
- take actions sufficient to prevent project-related trackout onto paved surfaces;
- cover loaded haul vehicles while operating on publicly maintained paved surfaces;
- stabilize graded site surfaces upon completion of grading when subsequent development is delayed or expected to be delayed more than 30 days, except when such a delay is due to precipitation that dampens the disturbed surface sufficiently to eliminate visible fugitive dust emissions;
- clean up project-related trackout or spills on publicly maintained paved surfaces within 24 hours; and

- reduce nonessential earth-moving activity under high wind conditions. For purposes of this rule, a reduction in earth-moving activity when visible dusting occurs from moist and dry surfaces due to wind erosion shall be considered sufficient to maintain compliance.

The proposed project would be required to implement control measures for each source of PM₁₀ emissions, as specified in the rule. Implementation of SCAQMD Rule 403 fugitive dust emission-control measures would avoid and/or minimize any construction fugitive dust-related impacts on air quality.

Climate Change

Climate change is analyzed in Section 2.5 - Climate Change (CEQA). Neither EPA nor FHWA has promulgated explicit guidance or methodology to conduct project-level greenhouse gas analysis. As stated on FHWA's climate change website (<http://www.fhwa.dot.gov/hep/climate/index.htm>), climate change considerations should be integrated throughout the transportation decision-making process—from planning through project development and delivery. Addressing climate change mitigation and adaptation up front in the planning process will facilitate decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project level decision-making. Climate change considerations can easily be integrated into many planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life.

Because there have been more requirements set forth in California legislation and executive orders regarding climate change, the issue is addressed separately in Section 2.5 of this environmental document and may be used to inform the NEPA decision. The four strategies set forth by FHWA to lessen climate change impacts do correlate with efforts that the State has undertaken and is undertaking to deal with transportation and climate change; the strategies include improved transportation system efficiency, cleaner fuels, cleaner vehicles, and reduction in the growth of vehicle hours travelled."

2.2.7 Noise

Regulatory Setting

NEPA and CEQA provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and foster a healthy environment. However, the requirements for noise analysis, as well as consideration of noise abatement and/or mitigation, differ between NEPA and CEQA.

California Environmental Quality Act

CEQA requires a strictly baseline versus build analysis to assess whether a project would have a noise impact. If a project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless such measures are not feasible.

National Environmental Policy Act and 23 CFR 772

For highway transportation projects with FHWA involvement (and Caltrans, as assigned), the Federal Aid Highway Act of 1970 and the associated implementing regulations (23 CFR 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations contain noise abatement criteria (NAC) that are used to determine when a noise impact would occur (see Table 2-20). The NAC differ depending on the type of land use under analysis. For example, the criterion for residences (67 decibels, adjusted [dBA]) is lower than the criterion for commercial areas (72 dBA). The following table lists the NAC for use in NEPA and 23 CFR 772 analyses, and Figure 2-16 lists the noise levels of common activities so the reader can compare the actual and predicted highway noise levels discussed in this section.

In accordance with Caltrans' *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects*, October 1998, a noise impact occurs when the future noise level with a project results in a substantial increase in the noise level (defined as an increase of 12 dBA or more) or when the future noise level with a project approaches or exceeds the NAC. Approaching the NAC is defined as coming within 1 dBA of the NAC. These definitions remain the same in the August 2006 version of the protocol.

If it is determined that a project will have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be "reasonable and feasible" at the time of final design are incorporated into the project's plans and specifications. This document discusses noise abatement measures that are likely to be incorporated into the proposed project.

Table 2-20. Noise Abatement Criteria

Activity Category	NAC (hourly A-weighted noise level [dBA $L_{eq}(h)$])	Descriptions
A	57 exterior	Lands on which serenity and quiet have extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 exterior	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 exterior	Developed lands and properties or activities not included in Categories A or B above.
D	—	Undeveloped lands.
E	52 interior	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Notes:

$L_{eq}(h)$ = hourly noise level equivalent.

Source: FHWA, Procedures for Abatement of Highway Traffic and Construction Noise, 1995.

Caltrans' *Traffic Noise Analysis Protocol* sets forth the criteria for determining when an abatement measure is "reasonable and feasible." Feasibility of noise abatement is basically an engineering concern. A minimum 5 dBA reduction in the future noise level must be achieved for an abatement measure to be considered feasible. Other considerations include topography, access requirements, other noise sources, and safety considerations. The reasonableness determination is a cost-benefit analysis. Factors used in determining whether a proposed noise abatement measure would be reasonable include residents' acceptance, the absolute noise level, build versus existing noise, environmental impacts of abatement, public and local agencies' input, newly constructed development versus development pre-dating 1978, and the cost per benefited residence.

Affected Environment

The project area is urbanized and fully developed. The proposed project would be situated between residences, Silver Lake Reservoir, and the Tommy Lasorda Field of Dreams to the northwest; residences and Elysian Park to the southeast; commercial land uses to the south; and the Los Angeles River and Interstate 5 to the north. Terrain in the project vicinity is quite hilly, with steep residential side streets adjacent to both the northwest and southwest sides of the proposed project.

Figure 2-16. Noise Levels of Common Activities

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)	90	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime	80	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	60	Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime		Library
Quiet Rural Nighttime	30	Bedroom at Night, Concert Hall (Background)
	20	Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: California Department of Transportation. State Environmental Reference.
Available: <<http://www.dot.ca.gov/ser/>>. Accessed June 22, 2007.

Existing Noise Levels

Ambient noise levels were measured May 24 and May 25, 2006, and September 26, 2007, at representative noise-sensitive land uses adjacent to the project alignment, as shown in Figure 2-17. The noise measurement methodology was consistent with the guidelines in the Technical Noise Supplement (TeNS), October 1998. Short-term (less than 1 hour in duration) noise measurements were taken at 10 sites. One of the measurement sites was used for collecting background noise data; therefore, the site was located a sufficient distance from the project to assess the community noise level without the influence of SR-2/Glendale Boulevard. One long-term (24 hours or more in duration) noise measurement was taken and used to calculate the existing peak-noise-hour noise levels for the short-term measurement sites.

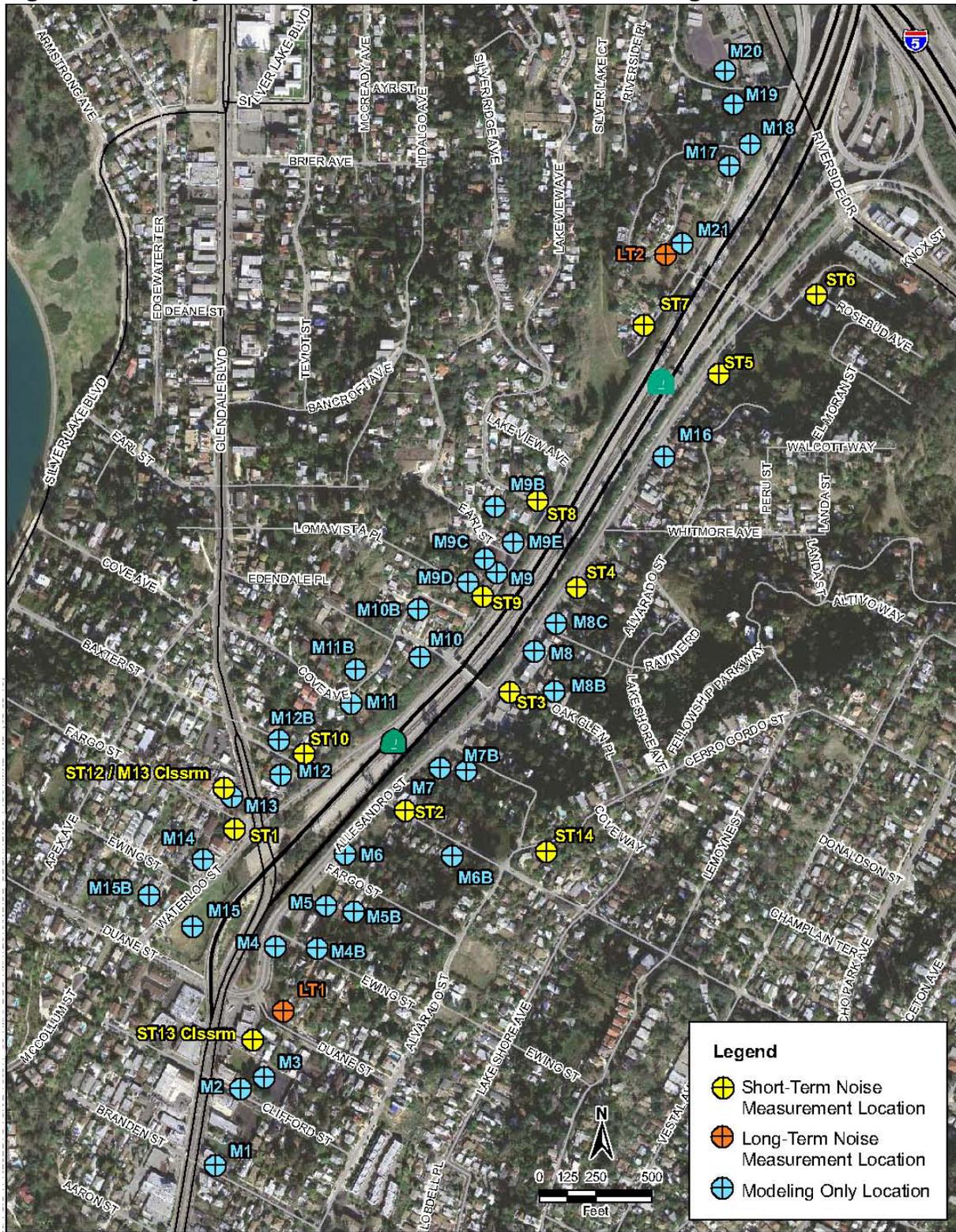
Short-term measurements were adjusted to reflect peak-noise-hour traffic noise levels by use of contemporaneous data from the long-term noise measurement data. The adjusted exterior short-term (ST) peak-noise-hour noise levels in the vicinity of the proposed project ranged from 63 to 70 dBA $L_{eq}(h)$,³⁰ while the measured long-term (LT) peak-noise-hour noise level was 67 dBA $L_{eq}(h)$ at LT-1 and 68 dBA $L_{eq}(h)$ at LT-2. The measured 24-hour noise level at LT-1 and LT-2 was 67 dBA and 71 dBA community noise equivalent level (CNEL), respectively. Peak noise levels occurred in the morning hours (6:00–9:00 a.m.) and again in the afternoon/early evening hours (2:00–6:00 p.m.). Background noise measurements of 51 to 52 dBA $L_{eq}(h)$ (ST-14) indicate that background noise levels would be at least 10 decibels (dB) below noise levels that would be expected with the proposed project; therefore, background noise levels would not have an influence on ambient noise levels in the vicinity of the project.

Future Predicted Noise Levels

Traffic noise level predictions were made with FHWA's Traffic Noise Model[®] (TNM[®]), version 2.5 (FHWA 2004). The model uses national reference mean emission levels for several types of vehicles—automobiles, medium trucks, heavy trucks, buses, and motorcycles—to compute hourly noise levels. Predicted project noise levels were compared with existing ambient noise levels by using the proposed project's traffic volumes, speeds, roadway alignments, and cross sections to assess potential noise effects. Future predicted noise levels were computed for project sites where noise was measured as well as 28 additional “modeling-only” (M) receptor locations to characterize the existing and future noise environment more completely. These modeling-only locations are shown in Figure 2-17.

³⁰ L_{eq} is the constant sound level that for a given situation and period (e.g., 1 hour or 24 hours) contains the same amount of sound energy as the actual time-varying sound. To assess potential noise impacts and determine necessary abatement measures for roadway noise, Caltrans and FHWA use the 1-hour L_{eq} during the peak hour for traffic noise.

Figure 2-17. Project Site and Noise Measurement/Modeling Locations



Source: ICF, 2010.

Future predicted noise levels were computed for the 2030 no-build condition as well as six build alternatives (Alternatives A, B, C, D, E, and F). The projected traffic volumes and travel speeds came from the traffic study for the project (Fehr & Peers/Kaku Associates 2007).

Environmental Consequences

The following analysis considers only receptor locations within the construction limits that still require noise abatement, as identified in the noise impact analysis report.

Construction Impacts

No-Build Alternative (Baseline Alternative)

Under the No-Build Alternative, noise levels would not be affected.

Alternatives A to F

Noise from activities associated with construction of the proposed project would occur over a period of approximately 18 months, which vary to some extent based on the alternative. Project construction would be accomplished in several phases, including demolition, grading, paving, and finishing. Many of these activities involve intermittent periods of high noise generation; however, these periods would generally be localized and transitory. Construction activities and associated noise would move along the right-of-way as construction activities proceed down the length of the corridor. With implementation of standard noise-reduction practices, no adverse effects from construction noise are anticipated. Recommended construction noise control measures are provided below.

Noise levels for equipment that might be used for excavation and construction of the proposed project are presented in Table 2-21. The noise levels are at a reference distance of 50 feet. The construction equipment noise levels decrease at a rate of approximately 6 dBA per doubling of distance. Therefore, at 100 feet, the noise levels would be about 6 dBA less than the noise levels at 50 feet. Intervening structures or topography can act as a noise barrier and reduce noise levels further.

Table 2-21. Noise Level Ranges of Typical Construction Equipment

Equipment	Levels in dBA at 50 feet ^a
Front Loader	73–86
Trucks	82–95
Cranes (moveable)	75–88
Cranes (derrick)	86–89
Vibrator	68–82
Saws	72–82
Pneumatic Impact Equipment	83–88
Jackhammer	81–98
Pumps	68–72

Equipment	Levels in dBA at 50 feet^a
Generators	71–83
Compressors	75–87
Concrete Mixers	75–88
Concrete Pumps	81–85
Backhoe	73–95
Pile Driving (peaks)	95–107
Tractor	77–98
Scraper/Grader	80–93
Paver	85–88

Notes:

Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of emissions as those shown in this table.

Source: EPA, 1971.

Operational Impacts

No-Build Alternative (Baseline Alternative)

Under the future No-Build Alternative, peak-noise-hour traffic noise levels are predicted to range from approximately 58 dBA $L_{eq}(h)$ (at receptors M20) to 75 dBA $L_{eq}(h)$ (at receptor M18). Traffic noise levels would increase 0 to 2 dB (rounded to whole decibels) compared with existing conditions; thus, there would be no substantial (12 dBA or greater) noise increases. Under this alternative, traffic noise levels would exceed the Activity Category B NAC at 18 of the 36 modeled representative receptors, corresponding to an estimated 49 affected residential units.

Alternative A (Widen Existing Ramps – Maintain Overpass)

Under Alternative A, peak-noise-hour traffic noise levels are predicted to range from approximately 59 dBA $L_{eq}(h)$ (at receptors M3 and M15B) to 72 dBA $L_{eq}(h)$ (at receptors M7 and M8). Traffic noise levels would increase 0 to 2 dB (rounded to whole decibels) compared with existing conditions; thus, there would be no substantial noise increases. Under this alternative, traffic noise levels would exceed the Activity Category B NAC at 19 of the 36 modeled representative receptors, corresponding to an estimated 55 affected residential units.

Alternative B (Realign Ramp East – Remove Flyover and Part of Overpass)

Under Alternative B, peak-noise-hour traffic noise levels are predicted to range from approximately 58 dBA $L_{eq}(h)$ (at receptor M3) to 72 dBA $L_{eq}(h)$ (at receptor M8). Traffic noise levels would decrease by as much as 3 dB at several locations but would increase 0 to 2 dB (rounded to whole decibels) at most locations compared with existing conditions; there would be no substantial noise increases under Alternative B. Under this alternative, traffic noise levels would exceed the Activity Category B NAC at 13 of the 36 modeled representative receptors, corresponding to an estimated 42 affected residential units.

Alternative C (Realign Ramps East – Remove Overpass)

Under Alternative C, peak-noise-hour traffic noise levels are predicted to range from approximately 57 dBA $L_{eq}(h)$ (at receptor M3) to 72 dBA $L_{eq}(h)$ (at receptor M8). Traffic noise levels would decrease by as much as 3 dB at one location (ST-7) but would increase 0 to 2 dB (rounded to whole decibels) at most locations compared with existing conditions; there would be no substantial noise increases under Alternative C. Under this alternative, traffic noise levels would exceed the Activity Category B NAC at 13 of the 36 modeled representative receptors, corresponding to an estimated 42 affected residential units.

Alternative D (Realign Ramps East – Maintain Overpass)

Under Alternative D, peak-noise-hour traffic noise levels are predicted to range from approximately 58 dBA $L_{eq}(h)$ (at receptor M3) to 72 dBA $L_{eq}(h)$ (at receptor M8). Traffic noise levels would decrease by as much as 3 dB at several locations but would increase 0 to 2 dB (rounded to whole decibels) at most locations compared with existing conditions; there would be no substantial noise increases under Alternative D. Under this alternative, traffic noise levels would exceed the Activity Category B NAC at 13 of the 36 modeled representative receptors, corresponding to an estimated 42 affected residential units.

Alternative E (Realign Ramps East, Retain Overpass and Flyover, Relocate Retaining Wall)

Under Alternative E, peak-noise-hour traffic noise levels are predicted to range from approximately 58 dBA $L_{eq}(h)$ (at receptor M3) to 72 dBA $L_{eq}(h)$ (at receptor M8). Traffic noise levels would decrease by as much as 3 dB at several locations but would increase 0 to 2 dB (rounded to whole decibels) at most locations compared with existing conditions; there would be no substantial noise increases under Alternative E. Under this alternative, traffic noise levels would exceed the Activity Category B NAC at 13 of the 36 modeled representative receptors, corresponding to an estimated 42 affected residential units.

Alternative F (Hybrid Alternative)

Under the preferred alternative, Alternative F, peak-noise-hour traffic noise levels are predicted to range from approximately 58 dBA $L_{eq}(h)$ (at receptor M20) to 75 dBA $L_{eq}(h)$ (at receptor M18). Under this alternative, traffic noise levels would exceed the Activity Category B NAC at 25 of the 49 modeled representative receptors. Unabated noise levels at the 25 modeled receptors exceeding the NAC are predicted to range from 66 dBA $L_{eq}(h)$ to 75 dBA $L_{eq}(h)$ during the peak noise hour.

Based on the simultaneous exterior/interior noise measurements and the noise modeling, Caltrans/FHWA Category E NAC levels would not be approached or exceeded at the Saint Teresa of Avila School under the No-Build or build alternatives. With windows open, Category E NAC levels would be exceeded at the Saint Teresa of Avila School under the No-Build and build alternatives, including the preferred alternative, Alternative F. The NAC levels would not be exceeded at the other schools modeled, Clifford Street Elementary School and Alessandro Elementary School.

Avoidance, Abatement, Minimization, and/or Mitigation Measures

Construction

To reduce construction noise levels to the extent technically feasible and avoid unnecessary annoyance, the following construction noise control measures shall be implemented:

- N-1** The contractor shall comply with all appropriate provisions of the City of Los Angeles Municipal Code, including restrictions on hours of operation (i.e., 7:00 a.m. to 9:00 p.m. on weekdays, 8:00 a.m. to 6:00 p.m. on Saturdays, and at no time on Sundays). In the event it becomes necessary for construction activities to occur outside these hours, a variance shall be obtained.
- N-2** Maintenance yards, batch plants, haul roads, and other construction-oriented operations shall be placed at locations that would be the least disruptive to the community.
- N-3** Community meetings should be held to explain the construction work, the time involved, and the control measures being taken to reduce impacts.
- N-4** The timing and duration of construction activities shall be scheduled to minimize noise impacts at noise-sensitive locations.
- N-5** As practicable, noise-attenuating “jackets” or portable noise screens shall be used to provide shielding for pavement breaking, jack hammering, or similar activities when work is close to noise-sensitive areas.
- N-6** The contractor shall comply with Caltrans’ Standard Specifications 7-1.011 (July 1999), *Sound Control Requirements*. The contractor shall comply with all local sound-control and noise-level rules, regulations, and ordinances, which apply to any work performed pursuant to the contract. Each internal combustion engine used for any purpose on the job or related to the job shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the project without said muffler.

Operations

In accordance with 23 CFR 772, noise abatement is considered in areas where noise impacts are predicted. Such areas are used frequently by people and would benefit from a lower noise level. The potential noise abatement measures identified in Caltrans’ traffic noise analysis protocol include the following:

- avoiding the impact by using design alternatives, such as altering the horizontal and vertical alignment of the project;
- constructing noise barriers;
- acquiring property to serve as a buffer zone;
- using traffic management measures to regulate the types of vehicles and their speeds; and
- acoustically insulating public-use or nonprofit institutional structures.

Because of the configuration and location of the proposed project, noise barriers are the only form of noise abatement evaluated in this report. Due to site geometry (with affected receptors generally located well above the roadway grade), the only location at which an effective noise barrier could be constructed would be along the right-of-way, which also generally coincides with top-of-slope. For each of the build alternatives, the TNM[®] noise model was used to determine the insertion loss (noise reduction) provided by soundwalls at the right-of-way, ranging in height from 6 feet to 16 feet. TNM[®] was also used to determine the “break line-of-sight” height required for the barrier. The results of these analyses are summarized below by alternative.

Based on the studies completed to date, Caltrans intends to incorporate noise abatement in the form of soundwalls as described below. If during final design conditions have substantially changed, noise abatement may not be necessary. The final decision of the noise abatement will be made upon completion of the project design and the public involvement processes.

Alternative A

Noise abatement would be feasible at 14 modeled representative receptors. Figures 2-18a through 2-18c present the feasible soundwall locations and range of barrier heights. As shown, four soundwalls could be constructed under Alternative A:

- Barrier northbound (NB) 1 Alternative A would be constructed adjacent to the northbound side of SR-2 from Ewing Street to Oak Glen Place. The range of feasible barrier heights would be from 10 to 16 feet, benefiting an estimated three or four residential units.
- Barrier NB 2 Alternative A would be constructed adjacent to the northbound side of SR-2 from Oak Glen Place to approximately 175 feet north of Walcott Way. The range of feasible barrier heights would be from 14 to 16 feet, benefiting an estimated nine to 11 residential units.
- Barrier southbound (SB) 1 Alternative A would be constructed at the right-of-way/top-of-slope adjacent to the southbound side of SR-2 from approximately 300 feet north of Lake View Avenue to Oak Glen Place. The range of feasible barrier heights would be from 6 to 8 feet, benefiting an estimated nine to 13 residential units.
- Barrier SB 2 Alternative A would be constructed at the right-of-way/top-of-slope adjacent to the southbound side of SR-2 from Oak Glen Place to Glendale Boulevard. The range of feasible barrier heights would be from 8 to 16 feet, benefiting an estimated seven to 12 residential units.

To reduce noise levels within the Saint Teresa of Avila School classrooms facing SR-2/Glendale Boulevard, a soundwall is proposed. Barrier SB 3 Alternative A would be constructed at the edge-of-shoulder along southbound Glendale Boulevard adjacent to Saint Teresa of Avila School. The barrier would be approximately 235 feet long and the feasible barrier height would be 16 feet, benefiting an estimated two residential equivalents. Alternatively, effective noise abatement could be achieved by upgrading the HVAC systems in the classrooms facing the SR-2/Glendale Boulevard interchange.

Alternative B

Noise abatement would be feasible at 12 modeled representative receptors. Figures 2-19a through 2-19c present the feasible soundwall locations and range of barrier heights. As shown, four soundwalls could be constructed under Alternative B:

- Barrier NB 1 Alternative B would be constructed at the right-of-way/top-of-slope adjacent to the northbound side of SR-2 from approximately 200 feet north of Fargo Street to Oak Glen Place. The range of feasible barrier heights would be from 10 to 14 feet, benefiting an estimated one to three residential units.
- Barrier NB 2 Alternative B would be constructed at the right-of-way/top-of-slope adjacent to the northbound side of SR-2 from Oak Glen Place to approximately 175 feet north of Walcott Way. The range of feasible barrier heights would be from 14 to 16 feet, benefiting an estimated nine to 11 residential units.
- Barrier SB 1 Alternative B would be constructed at the right-of-way/top-of-slope adjacent to the southbound side of SR-2 from approximately 300 north of Lake View Avenue to Oak Glen Place. The range of feasible barrier heights would be from 6 to 8 feet, benefiting an estimated nine to 13 residential units.
- Barrier SB 2 Alternative B would be constructed at the right-of-way/top-of-slope adjacent to the southbound side of SR-2 from Oak Glen Place to Glendale Boulevard. The range of feasible barrier heights would be from 8 to 16 feet, benefiting an estimated six to 13 residential units.

To reduce noise levels within the Saint Teresa of Avila School classrooms facing SR-2/Glendale Boulevard, a soundwall is proposed. Barrier SB 3 Alternative B would be constructed at the edge-of-shoulder along southbound Glendale Boulevard adjacent to Saint Teresa of Avila School. The barrier would be approximately 235 feet long and the feasible barrier height would be 14 feet, benefiting an estimated two residential equivalents. Alternatively, effective noise abatement could be achieved by upgrading the HVAC systems in the classrooms facing the SR-2/Glendale Boulevard interchange.

Alternative C

Noise abatement would be feasible at 11 modeled representative receptors. Figures 2-20a through 2-20c present the feasible soundwall locations and range of barrier heights. As shown, four soundwalls could be constructed under Alternative C:

- Barrier NB 1 Alternative C would be constructed at the right-of-way/top-of-slope adjacent to the northbound side of SR-2 from approximately 200 feet north of Fargo Street to Oak Glen Place. The feasible barrier height would be 10 feet, benefiting an estimated one residential unit.
- Barrier NB 2 Alternative C would be constructed at the right-of-way/top-of-slope adjacent to the northbound side of SR-2 from Oak Glen Place to approximately 175 feet

north of Walcott Way. The feasible barrier height would be 14 feet, benefiting an estimated nine residential units.

- Barrier SB 1 Alternative C would be constructed at the right-of-way/top-of-slope adjacent to the southbound side of SR-2 from approximately 300 north of Lake View Avenue to Oak Glen Place. The range of feasible barrier heights would be from 6 to 10 feet, benefiting an estimated nine to 13 residential units.
- Barrier SB 2 Alternative C would be constructed at the right-of-way/top-of-slope adjacent to the southbound side of SR-2 from Oak Glen Place to Glendale Boulevard. The range of feasible barrier heights would be from 8 to 16 feet, benefiting an estimated six to 12 residential units.

To reduce noise levels within the Saint Teresa of Avila School classrooms facing SR-2/Glendale Boulevard, a soundwall is proposed. Barrier SB 3 Alternative C would be constructed at the edge-of-shoulder along southbound Glendale Boulevard adjacent to Saint Teresa of Avila School. The barrier would be approximately 235 feet long and the feasible barrier height would be 14 feet, benefiting an estimated two residential equivalents. Alternatively, effective noise abatement could be achieved by upgrading the HVAC systems in the classrooms facing the SR-2/Glendale Boulevard interchange.

Alternative D

Noise abatement would be feasible at 11 modeled representative receptors. Figures 2-21a through 2-21c present the feasible soundwall locations and range of barrier heights. As shown, four soundwalls could be constructed under Alternative D:

- Barrier NB 1 Alternative D would be constructed at the right-of-way/top-of-slope adjacent to the northbound side of SR-2 from approximately 200 feet north of Fargo Street to Oak Glen Place. The feasible barrier height would be 12 feet, benefiting an estimated one residential unit.
- Barrier NB 2 Alternative D would be constructed at the right-of-way/top-of-slope adjacent to the northbound side of SR-2 from Oak Glen Place to approximately 175 feet north of Walcott Way. The range of feasible barrier heights would be from 14 to 16 feet, benefiting an estimated nine to 11 residential units.
- Barrier SB 1 Alternative D would be constructed at the right-of-way/top-of-slope adjacent to the southbound side of SR-2 from approximately 300 north of Lake View Avenue to Oak Glen Place. The range of feasible barrier heights would be from 6 to 8 feet, benefiting an estimated nine to 13 residential units.
- Barrier SB 2 Alternative D would be constructed at the right-of-way/top-of-slope adjacent to the southbound side of SR-2 from Oak Glen Place to Glendale Boulevard. The range of feasible barrier heights would be from 8 to 16 feet, benefiting an estimated six to 13 residential units.

To reduce noise levels within the Saint Teresa of Avila School classrooms facing SR-2/Glendale Boulevard, a soundwall is proposed. Barrier SB 3 Alternative A would be constructed at the edge-of-shoulder along southbound Glendale Boulevard adjacent to Saint Teresa of Avila School.

The barrier would be approximately 235 feet long and the feasible barrier height would be 14 feet, benefiting an estimated two residential equivalents. Alternatively, effective noise abatement could be achieved by upgrading the HVAC systems in the classrooms facing the SR-2/Glendale Boulevard interchange.

Alternative E

Noise abatement would be feasible at 12 modeled representative receptors. Figures 2-22a through 2-22c present the feasible soundwall locations and range of barrier heights. As shown, four soundwalls could be constructed under Alternative E:

- Barrier NB 1 Alternative E would be constructed at the right-of-way/top-of-slope adjacent to the northbound side of SR-2 from approximately 200 feet north of Fargo Street to Oak Glen Place. The feasible barrier height would be 12 feet, benefiting an estimated one residential unit.
- Barrier NB 2 Alternative E would be constructed at the right-of-way/top-of-slope adjacent to the northbound side of SR-2 from Oak Glen Place to approximately 175 feet north of Walcott Way. The range of feasible barrier heights would be from 14 to 16 feet, benefiting an estimated nine to 11 residential units.
- Barrier SB 1 Alternative E would be constructed at the right-of-way/top-of-slope adjacent to the southbound side of SR-2 from approximately 300 north of Lake View Avenue to Oak Glen Place. The range of feasible barrier heights would be from six to eight feet, benefiting an estimated nine to 13 residential units.
- Barrier SB 2 Alternative E would be constructed at the right-of-way/top-of-slope adjacent to the southbound side of SR-2 from Oak Glen Place to Glendale Boulevard. The range of feasible barrier heights would be from 8 to 14 feet, benefiting an estimated six to 13 residential units.

To reduce noise levels within the Saint Teresa of Avila School classrooms facing SR-2/Glendale Boulevard, a soundwall is proposed. Barrier SB 3 Alternative E would be constructed at the edge-of-shoulder along southbound Glendale Boulevard adjacent to Saint Teresa of Avila School. The barrier would be approximately 235 feet long and the feasible barrier height would be 14 feet, benefiting an estimated two residential equivalents. Alternatively, effective noise abatement could be achieved by upgrading the HVAC systems in the classrooms facing the SR-2/Glendale Boulevard interchange.

Alternative F

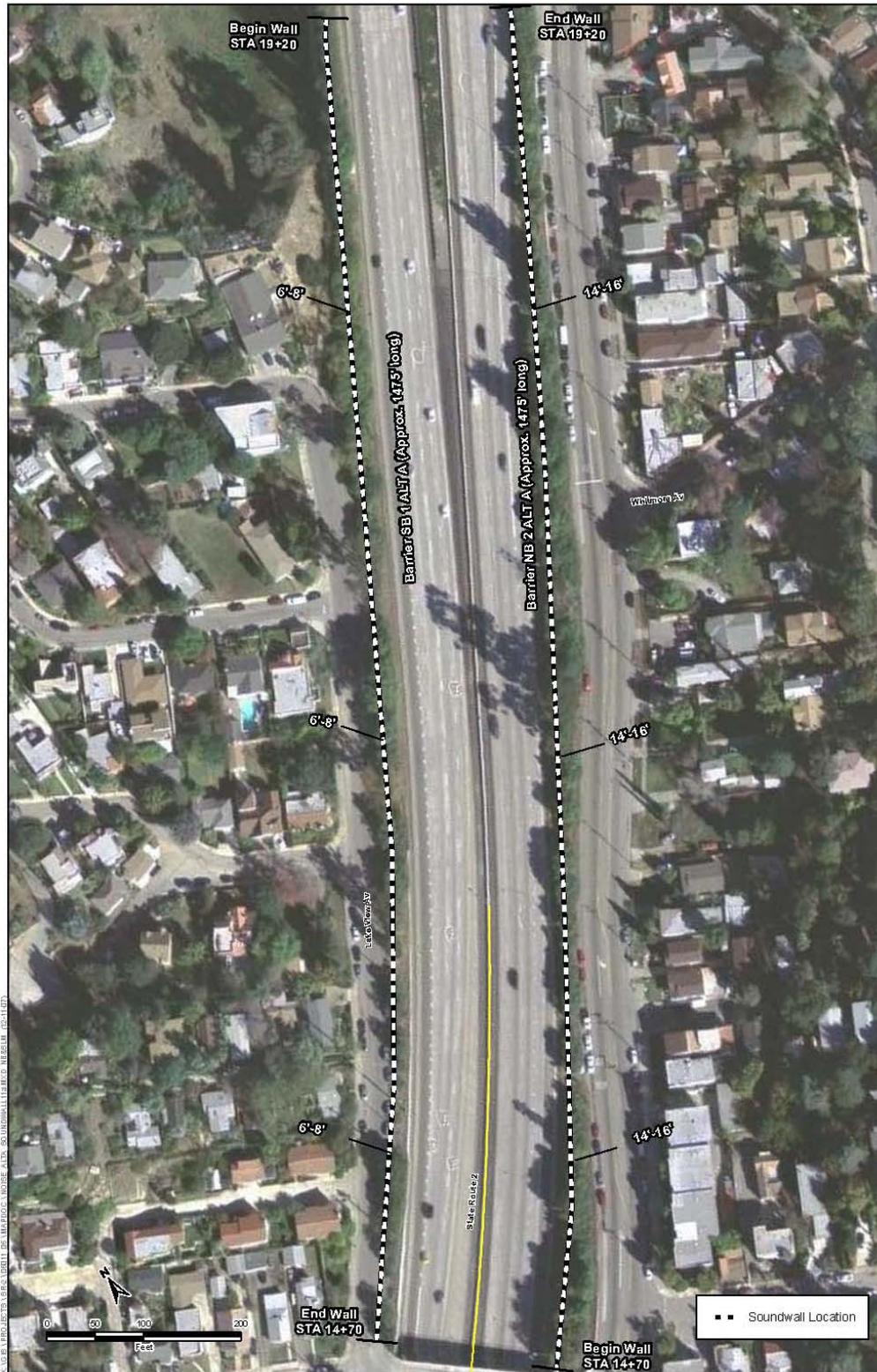
Noise abatement would be feasible at 16 of the modeled representative receptors. Figures 2-23a through 2-23d present the feasible soundwall locations and range of barrier heights. As shown, six soundwalls could be constructed under Alternative F:

- Barrier NB 1 Alternative F would be constructed at the right-of-way/top-of-slope adjacent to the northbound side of SR-2 from approximately between Fargo Street and Oak Glenn Place Bridge and would be approximately 1,050 feet long. The range of feasible barrier heights would be from 12 to 16 feet, benefiting an estimated three to four residential units.

- Barrier NB 2 Alternative F would be constructed at the right-of-way/top-of-slope adjacent to the northbound side of SR-2 from Oak Glen Place to Loma Vista Place and would be approximately 400 feet long. The feasible barrier height would be 10 feet, benefiting an estimated four residential units.
- Barrier NB 3 Alternative F would be constructed at the edge of shoulder adjacent to the northbound side of SR-2 from south of Loma Vista Place to north of El Moran Way and would be approximately 1,530 feet long. The range of feasible barrier heights would be from 6 to 8 feet, benefiting an estimated 9 to 16 residential units.
- Barrier SB 1 Alternative F would be constructed at the right-of-way/top-of-slope adjacent to the southbound side of SR-2 from approximately Alessandro Way to Oak Glenn Place and would be approximately 1,025 feet long. The range of feasible barrier heights would be from 6 to 16 feet, benefiting an estimated 12 to 19 residences.
- Barrier SB 2 Alternative F would be constructed at the right-of-way/top-of-slope adjacent to the southbound side of SR-2 from approximately Oak Glen Place to Glendale Boulevard and would be approximately 990 feet long. The range of feasible barrier heights would be from 8 to 14 feet, benefiting an estimated six to 13 residential units.

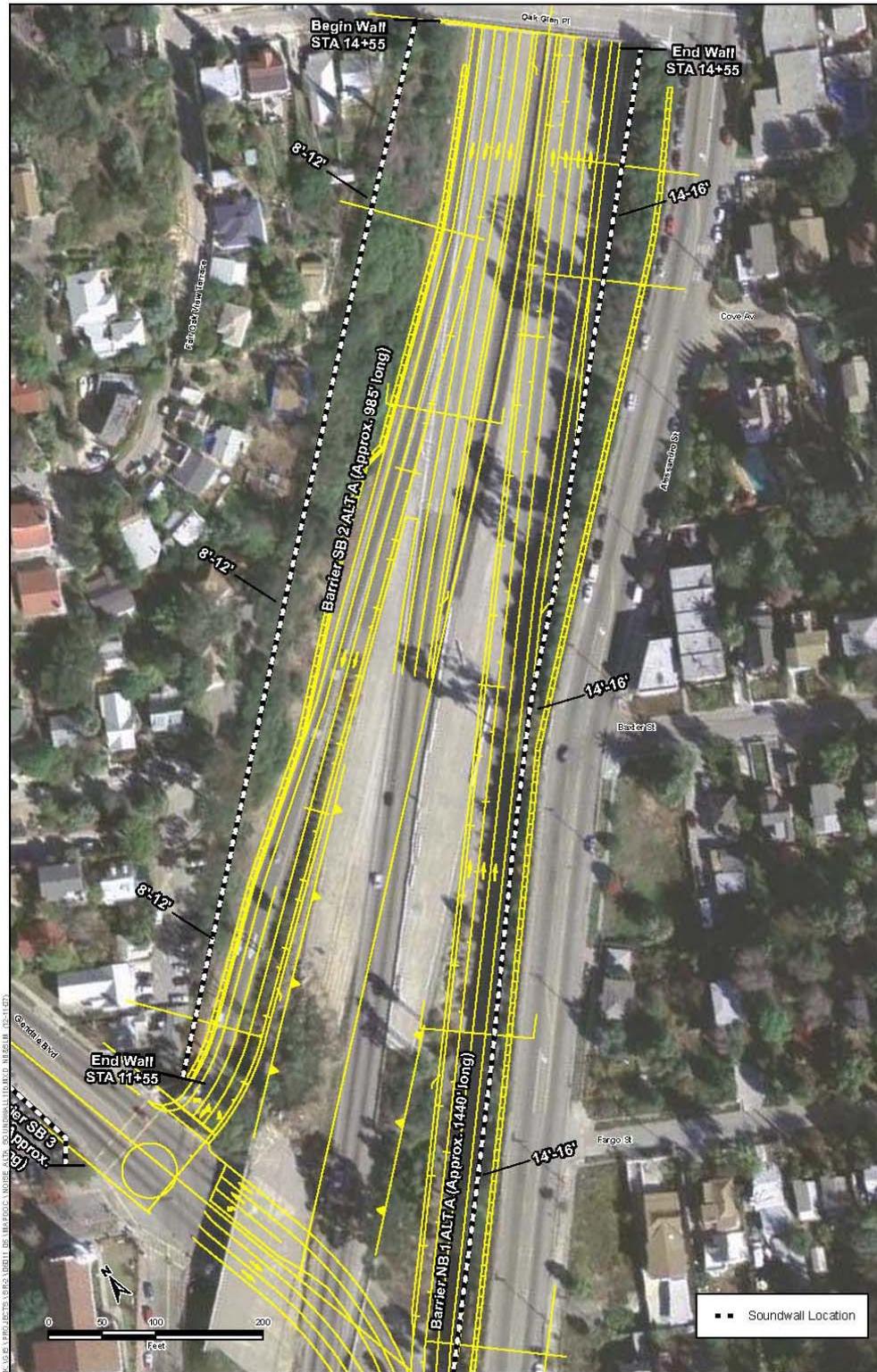
To reduce noise levels within the Saint Teresa of Avila School classrooms facing SR-2/Glendale Boulevard, a soundwall is proposed. Barrier SB 3 Alternative F would be constructed at the edge-of-shoulder along southbound Glendale Boulevard adjacent to Saint Teresa of Avila School. The barrier would be approximately 280 feet long and the feasible barrier height would be 14 feet, benefiting an estimated two residential equivalents. Alternatively, effective noise abatement could be achieved by upgrading the HVAC systems in the classrooms facing the SR-2/Glendale Boulevard interchange.

Figure 2-18a. Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative A



Source: USGS UrbanArea (0.5 m).

Figure 2-18b. Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative A



Source: USGS UrbanArea (0.5 m).

Figure 2-18c. Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative A



Source: USGS UrbanArea (0.5 m).

Figure 2-19a. Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative B



Source: USGS UrbanArea (0.5 m).

Figure 2-19b. Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative B



Source: USGS UrbanArea (0.5 m)

Figure 2-19c. Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative B



Source: USGS UrbanArea (0.5 m).

Figure 2-20a. Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative C



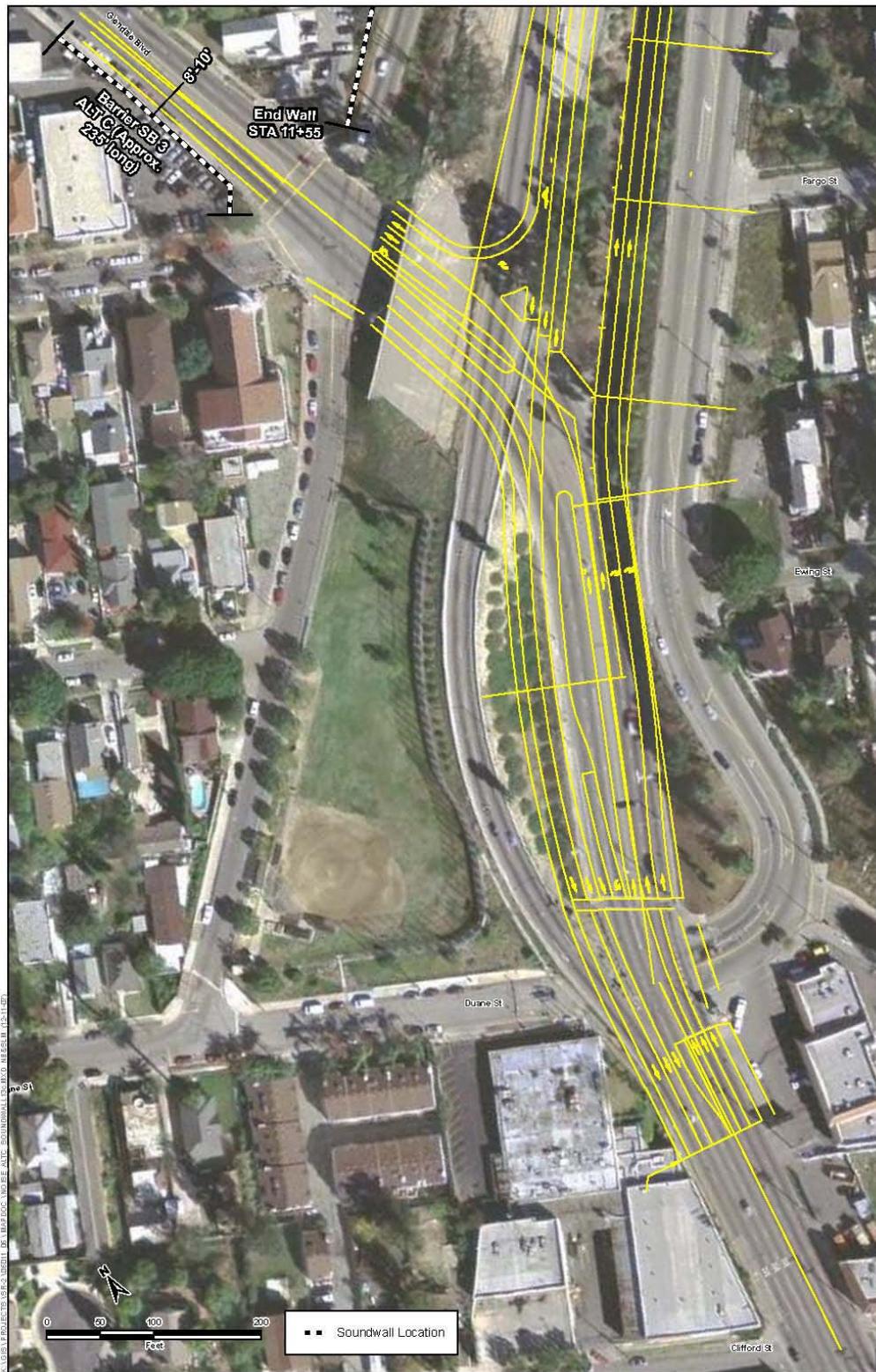
Source: USGS UrbanArea (0.5 m).

Figure 2-20b. Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative C



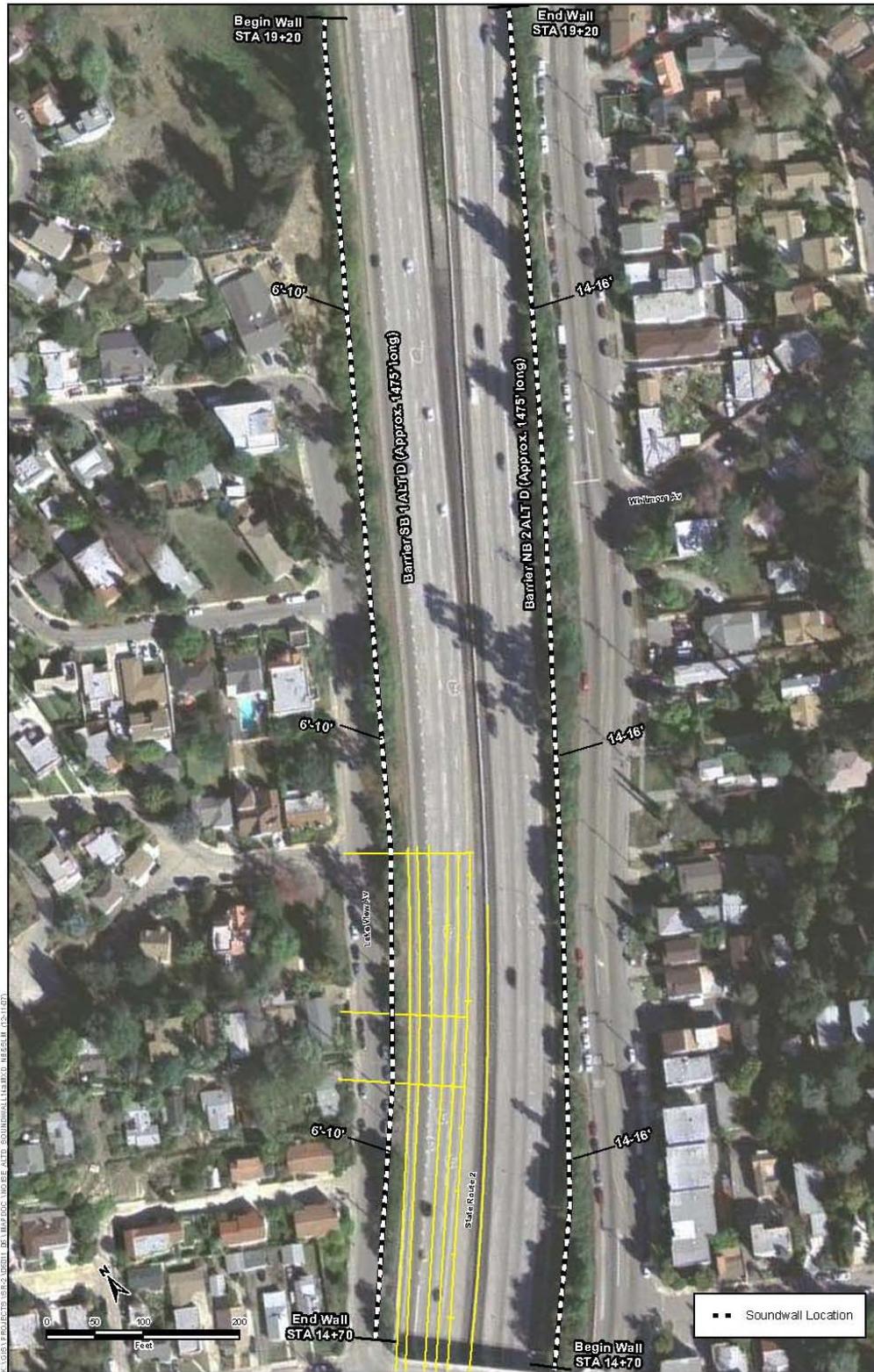
Source: USGS UrbanArea (0.5 m).

Figure 2-20c. Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative C



Source: USGS UrbanArea (0.5 m).

Figure 2-21a. Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative D



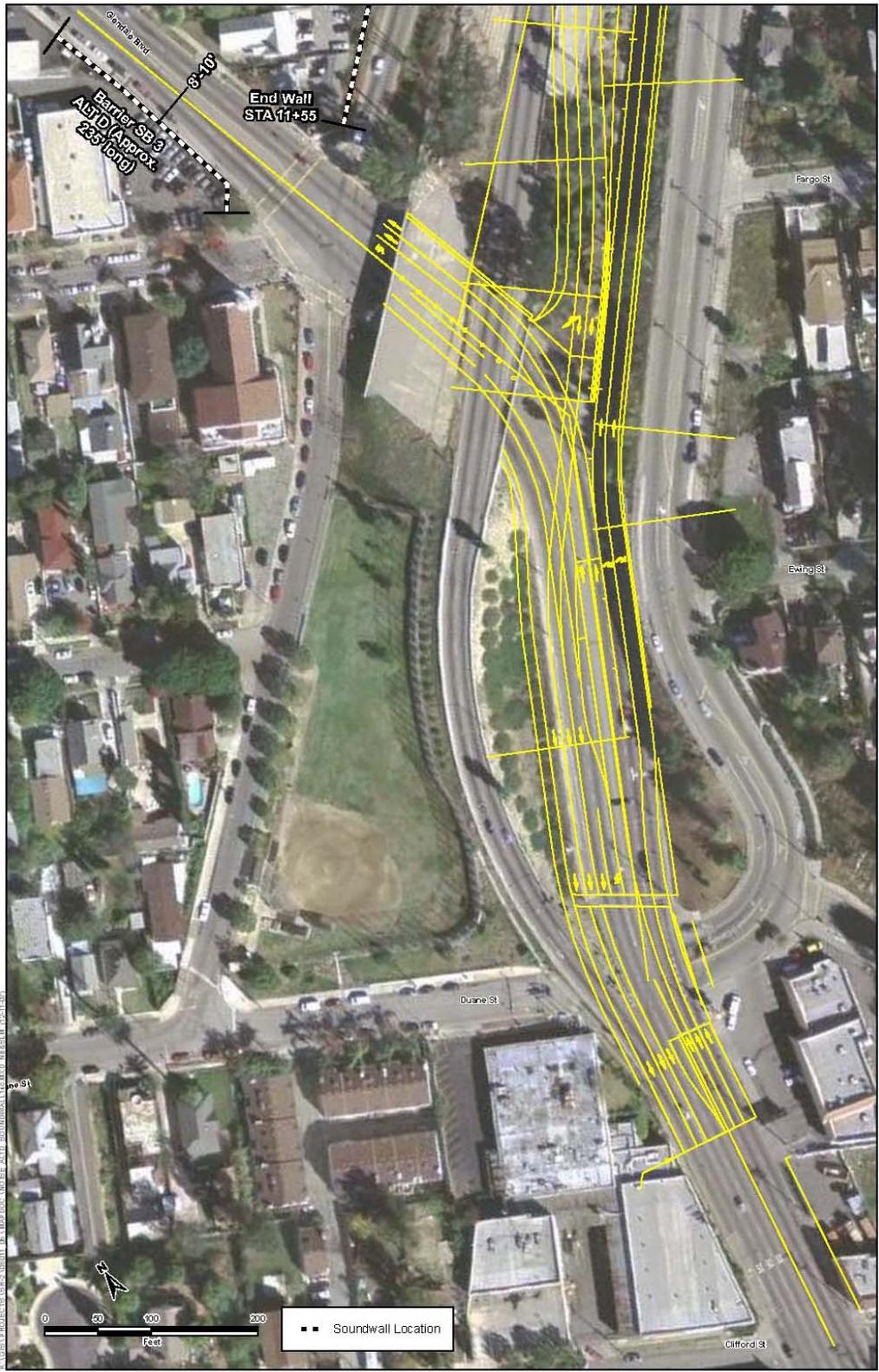
Source: USGS UrbanArea (0.5 m)

Figure 2-21b. Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative D



Source: USGS UrbanArea (0.5 m).

Figure 2-21c. Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative D



Source: USGS UrbanArea (0.5 m)

Figure 2-22a. Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative E



Source: USGS UrbanArea (0.5 m).

Figure 2-22b. Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative E



Source: USGS UrbanArea (0.5 m).

Figure 2-22c. Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative E



Source: USGS UrbanArea (0.5 m).

Figure 2-23a. Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative F



Source: USGS UrbanArea (0.5 m), AECOM, 2010.

Figure 2-23b. Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative F



Source: USGS UrbanArea (0.5 m), AECOM, 2010.

Figure 2-23c. Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative F



Source: USGS UrbanArea (0.5 m), AECOM, 2010.

Figure 2-23d. Soundwall Locations, Lengths, and Range of Feasible Heights—Alternative F



Source: USGS UrbanArea (0.5 m), AECOM, 2010.

2.3 Biological Environment

The description of the biological environment and project impacts below are summarized from the Natural Environment Study (NES) prepared for the proposed project (printed under separate cover).

The biological study area (BSA) for the NES for the proposed project includes the right-of-way between Aaron Street, to the south, and the Los Angeles River, to the north. The location of the project site is shown on the Hollywood, California, U.S. Geological Survey (USGS) 7.5-minute quadrangle map.

2.3.1 Natural Communities

This section of the document discusses natural communities of concern. The focus is on biological communities, not individual plant or animal species. The Natural Communities section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the federal Endangered Species Act (ESA) are discussed in Section 2.3.5, Threatened and Endangered Species. Wetlands and other waters are discussed in Section 2.3.2.

Regulatory Setting

There is no specific regulatory setting for natural communities, apart from CEQA and NEPA.

Affected Environment

The terminus of SR-2 is located between the communities of Silver Lake, to the west, and Echo Park, to the east, in the City of Los Angeles. The BSA and adjoining properties are situated in an extensively urbanized setting. Development within the BSA and surrounding areas consists of single- and multifamily residences and commercial and light industrial structures. The project site is located in a broad valley; elevations along SR-2 range from 470 feet above mean sea level (amsl) at Duane Street to 500 feet amsl at Oak Glen Place. The elevation of SR-2 gradually decreases north of Oak Glen Place.

Natural communities of special concern are those managed for the maintenance or recovery of protected species. A query of the California Native Plant Society (CNPS) database and California Natural Diversity Database (CNDDDB) for the Hollywood, Los Angeles, Burbank, and Pasadena USGS 7.5-minute quadrangles identified five sensitive natural communities that have occurred historically in the vicinity of the BSA. These include California walnut woodland, southern coast live oak riparian forest, southern cottonwood willow riparian forest, southern

sycamore alder riparian woodland, and the walnut forest. However, none of these sensitive natural communities were observed in the BSA. Further, no natural vegetative communities are supported on or adjacent to the BSA. Existing vegetation within the BSA consists of ornamental trees, shrubs, and ground cover and ruderal (disturbance-adapted) vegetation within landscaped and fallow areas. Unbroken patches of vegetation within the BSA are generally limited to the sides of SR-2. The Tommy Lasorda Field of Dreams, located adjacent to the proposed project site, consists of a baseball field, maintained lawns, and ornamental trees and shrubs.

Open space in the vicinity of the BSA is limited to fragmented parks and fallow lots surrounded by extensive urban development. The channelized Los Angeles River is located adjacent to the BSA and east of the proposed project site (approximately 0.90 mile), and the following open space areas are located in the vicinity: Silver Lake Reservoir (approximately 0.31 mile west), Elysian Park (approximately 0.83 mile east), Echo Park (approximately 1.0 mile southeast), and Griffith Park (approximately 2.3 miles west-northwest). No wildlife linkages to surrounding parks exist from the BSA except for the adjacent Los Angeles River. As such, the proposed project site is concluded not to function as a corridor for wildlife movement.

Environmental Consequences

Construction and Operational Impacts

No-Build Alternative (Baseline Alternative)

The No-Build Alternative would result in no alterations to the existing SR-2 terminus. Thus, no adverse effects on natural communities would occur.

Alternatives A to F

No natural communities are supported within the BSA. While the build alternatives, including the preferred build alternative, Alternative F – Hybrid Alternative, would result in alterations to the existing roadway configuration and operational changes to the terminus, construction or operation of the proposed build alternatives would not result in adverse effects on natural communities.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures would be required.

2.3.2 Wetlands and Other Waters

Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Clean Water Act (33 USC 1344) is the primary law regulating wetlands and other waters. The Clean Water Act regulates the discharge of dredged or fill material into waters of the United States, including wetlands. Waters of the United States include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the Clean Water Act, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils subject to saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the Clean Water Act.

At the State level, wetlands and waters are regulated primarily by CDFG and the regional water quality control boards (RWQCBs). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission) may also be involved.

Section 404 of the Clean Water Act establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army of Engineers (ACOE) with oversight by the Environmental Protection Agency (EPA).

The Executive Order for the Protection of Wetlands (E.O. 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this executive order states that a federal agency, such as the Federal Highway Administration, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction and 2) the proposed project includes all practicable measures to minimize harm.

At the state level, wetlands and waters are regulated primarily by the California Department of Fish and Game (CDFG), the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCB). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or Tahoe Regional Planning Agency) may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFG before beginning construction. If CDFG determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFG jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the ACOE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFG.

The Regional Water Quality Control Boards were established under the Porter-Cologne Water Quality Control Act to oversee water quality. The RWQCB also issues water quality certifications in compliance with Section 401 of the Clean Water Act. Please see the Water Quality section for additional details.

Affected Environment

Open space in the vicinity of the BSA is limited to fragmented parks and fallow lots surrounded by extensive urban development. The channelized Los Angeles River abuts the northern end of the BSA but is located approximately 0.90 mile east of the proposed project site. From the Tommy Lasorda Field of Dreams, Silver Lake Reservoir is located approximately 0.31 mile west, Elysian Park is approximately 0.83 mile east, Echo Park is approximately 1.0 mile southeast, and Griffith Park is approximately 2.3 miles west-northwest.

The USFWS Wetlands Online Mapper database does not identify wetlands in the BSA. Further, nearly all soils examined during fieldwork appeared to be placed or altered materials and dominated by moderately light-colored silty to loamy soils. No evidence of hydric soils or substantial clays was detected. As such, there is no evidence of existing wetlands in the BSA.

One small surface drainage feature is located near the southeast corner of the Tommy Lasorda Field of Dreams. Current engineering designs indicate that approximately 9 square feet of this drainage would be rerouted underground. This area consists of a concrete-lined roadside ditch with a small extent of deposited soil and some rooted, nonnative and ruderal native herbaceous vegetation. ACOE has been consulted regarding this feature (Hall pers. comm.).

Environmental Consequences

Construction Impacts

No-Build Alternative (Baseline Alternative)

Under the No-Build Alternative, no construction work would occur at the proposed project site. As such, no adverse effects on wetlands and other waters would occur.

Alternatives A to F

No wetlands were identified at the proposed project site. One small area (approximately 9 square feet) that is a potential jurisdictional drainage feature is located within the proposed project footprint near the southeast corner of the Tommy Lasorda Field of Dreams. However, given the extremely limited extent and heavily disturbed condition of this drainage feature, it is anticipated that ACOE would waive permit requirements (regarding wetlands or waters of the United States). Hence, the build alternatives, including the preferred alternative, Alternative F – Hybrid Alternative, would not result in adverse effects on wetlands or jurisdictional waters during the construction period.

Operational Impacts

No-Build Alternative (Baseline Alternative)

Under the No-Build Alternative, the existing facilities would not be altered. As such, the BSA would not be affected, and no adverse effects on wetlands and other waters would occur.

Alternatives A to F

No wetlands were identified at the proposed project site. One small area (approximately 9 square feet) that is a potential jurisdictional drainage feature is located within the proposed project footprint near the southeast corner of the Tommy Lasorda Field of Dreams. Given the extremely limited extent and heavily disturbed condition of this drainage feature, it is anticipated that ACOE would waive permit requirements (regarding wetlands or waters of the United States). Similarly, the proposed project would not result in a substantial alteration of or encroachment on any state streambed; thus, a Streambed Alteration Agreement would not be required. No other jurisdictional features are located within the proposed project footprint. As such, no adverse operational effects would result from build Alternatives A through F.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures would be required.

2.3.3 Plant Species

Regulatory Setting

CDFG and USFWS share regulatory responsibility for the protection of special-status plant species. Special-status species are identified by the agencies for protection because they are rare and/or subject to population and habitat declines. “Special status” is a general term for species that are afforded varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the federal ESA and/or the California Endangered Species Act (CESA). Section 2.3.5, Threatened and Endangered Species, includes detailed information regarding these species.

This section discusses plant species that are not threatened or endangered, including CDFG fully protected species and species of special concern, USFWS candidate species, and nonlisted CNPS rare and endangered plants.

The regulatory requirements for the federal ESA can be found at USC 16 Section 1531 et seq. (see also 50 CFR, Part 402). The regulatory requirements for CESA can be found at California Fish and Game Code Section 2050 et seq. Caltrans projects are also subject to the Native Plant Protection Act, found at California Fish and Game Code Sections 1900–1913 and within CEQA, Public Resources Code Sections 2100–21177.

Affected Environment

This section summarizes the results of the NES (March 2008) prepared for the proposed project (printed under separate cover). Prior to fieldwork, a query of the CNDDDB and CNPS was made to identify special-status plant species reported as occurring in the vicinity of the BSA (Hollywood, Los Angeles, Burbank, and Pasadena USGS quadrangles). Plant (and animal) species are considered to have special status if they have been listed as such on maintained lists with explicit criteria by federal or state agencies or one or more special interest groups, such as CNPS. This generally excludes species not concluded to be currently under threat or endangerment (e.g., those simply on “watch” lists or for which further information is solicited). CDFG publishes separate comprehensive lists for plants and animals through the CNDDDB. The results of the database query are summarized in Table 2-22 below (see Section 2.3.5 for a list of threatened or endangered species). No special-status plant species were observed during the site visit, and no potentially suitable habitat for these species occurs within the BSA.

The BSA is an extensively urbanized setting. The vegetation supported in the BSA consisted primarily of nonnative trees, shrubs, grasses, and ground cover. Tree species encountered frequently during the site visit included Peruvian peppertree (*Schinus molle*), Brazilian peppertree (*Schinus terebinthifolius*), Tasmanian blue gum (*Eucalyptus globulus*), ornamental pines (*Pinus* sp.), Mexican fan palm (*Washingtonia robusta*), and tree of heaven (*Ailanthus altissima*). Common shrub species included oleander (*Nerium oleander*) and cape plumbago (*Plumbago auriculata*). Frequently observed herbaceous plants included white amaranth (*Amaranthus albus*), short-pod mustard (*Hirschfeldia incana*), telegraph weed (*Conyza*

canadensis), red-stemmed filaree (*Erodium cicutarium*), and castor-bean (*Ricinus communis*). Common grass species included Bermuda grass (*Cynodon dactylon*), foxtail chess (*Bromus madritensis*), annual bluegrass (*Poa annua*), and fountain grass (*Pennisetum setaceum*). In addition, sea figs (*Carpobrotus chilensis* and *C. edulis*) were observed throughout the BSA.

Table 2-22. Plant Species of Special Concern Identified by CNPS and CNDDB

Common Name	Potential for Occurrence
Scientific Name	
Greata's aster (<i>Aster greatae</i>)	Not expected
Ventura marsh milk-vetch (<i>Astragalus pycnostachyus</i> var. <i>lanosissimus</i>)	Not expected
Davidson's saltscale (<i>Atriplex serenana</i> var. <i> davidsonii</i>)	Not expected
Slender Mariposa Lily (<i>Calochortus clavatus</i> var. <i>gracilis</i>)	Not expected
Plummer's mariposa lily (<i>Calochortus plummerae</i>)	Not expected
Santa Barbara morning-glory (<i>Calystegia sepium</i> ssp. <i>binghamiae</i>)	Not expected
Southern tarplant (<i>Centromadia parryi</i> ssp. <i>australis</i>)	Not expected
Many-stemmed Dudleya (<i>Dudleya multicaulis</i>)	Not expected
Round-leaved filaree (<i>Erodium macrophyllum</i>)	Not expected
Los Angeles sunflower (<i>Helianthus nuttallii</i> ssp. <i>Parishii</i>)	Not expected
Mesa horkelia (<i>Horkelia cuneata</i> ssp. <i>puberula</i>)	Not expected
Coulter's goldfields (<i>Lasthenia glabrata</i> ssp. <i>coulteri</i>)	Not expected
San Gabriel linanthus (<i>Linanthus concinnus</i>)	Not expected
Orcutt's linanthus (<i>Linanthus orcuttii</i>)	Not expected
Davidson's bush mallow (<i>Malacothamnus davidsonii</i>)	Not expected
Gambel's watercress (<i>Nasturtium gambelii</i>)	Not expected
Prostrate navarretia (<i>Navarretia prostrata</i>)	Not expected
San Bernardino aster (<i>Symphiotrichum defoliatum</i>)	Not expected

Source: CNDDB, CNNP, ICF Jones & Stokes, 2007.

Environmental Consequences

Construction Impacts

No-Build Alternative (Baseline Alternative)

The No-Build Alternative would result in no alterations to the existing SR-2 terminus. Thus, no construction activities would be required, and no adverse effects on special-status plant species would occur.

Alternatives A to F

Construction activities would require limited removal of vegetation, including trees and shrubs. The number of trees and shrubs removed would vary depending on the alternative with Alternative A (Widen Existing Ramps), Alternative E (Realign Ramps East – Retain Flyover and Overpass – Relocate Retaining Wall), and the preferred alternative, Alternative F (Hybrid Alternative) resulting in the greatest impacts. Because very few native trees are present and many of the nonnative trees are invasive species, and because of the lack of potential for those trees present to provide habitat for special-status species, impacts to trees under this project would not result in any loss of value or habitat to any native plants or wildlife.

While no special-status plant species were identified in the BSA, any trees removed during construction would be properly replaced as required by the local Los Angeles City Tree Ordinance. According to City of Los Angeles policies (City of Los Angeles 1972) and ordinance 177404, all removed trees must be replaced, whether native or not. While impacts on trees under this project would not result in any loss of value or habitat for any native plants or wildlife, measures are proposed to address and comply with relevant city policies and ordinances. With implementation of the suggested minimization measures, the proposed build alternatives would not result in adverse effects on special-status species or trees protected under the Los Angeles City Tree Ordinance (1972 policy and recent ordinance 177404).

Operational Impacts

No-Build Alternative (Baseline Alternative)

The No-Build Alternative would result in no alterations to the existing SR-2 terminus. Thus, the existing SR-2 terminus would continue to operate as is. No special-status plant species were identified in the BSA. Thus, operation of the No-Build Alternative would not adversely affect special-status plant species in the BSA.

Alternatives A to F

No special-status plant species were identified in the BSA. Consequently, no operational impacts on special-status plant species would occur.

Avoidance, Minimization, and/or Mitigation Measures

The minimization measures listed below shall be implemented to reduce the impacts due to removal of trees.

PS-1 All trees within City jurisdiction or that are removed shall be replaced by the project proponent, Metro, in accordance with applicable City regulations and guidelines as follows:

- Mark and replace all native trees with greater than a 1-inch diameter at breast height (dbh) (4.5 feet above surrounding grade) with the same species at a 2:1 ratio. Source materials should be of the same subspecies and/or variety locally present and from seeds or cuttings gathered within coastal southern California to ensure local provenance.
- Mark and replace all nonnative trees with greater than a 1-inch dbh (4.5 feet above surrounding grade) with native trees of appropriate local climate tolerance at a 2:1 ratio. Source materials should be from seeds or cuttings gathered within coastal southern California to ensure local provenance.
- All removed trees greater than 20 feet in height or 8 inches dbh (4.5 feet above surrounding grade) should be replaced with the same species (if native) or a suitable native tree of appropriate local climate tolerance on a 2:1 basis. Source materials should be from seeds or cuttings gathered within coastal southern California to ensure local provenance.
- Trees within the Caltrans right-of-way that are removed during construction, shall be replaced in accordance with Caltrans regulations and guidelines as listed in the Landscape Architect PS&E Guide of 2008.

2.3.4 Animal Species

Regulatory Setting

Many state and federal laws regulate impacts on wildlife. USFWS, the National Marine Fisheries Service (NMFS), and CDFG are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with wildlife not listed or proposed for listing under the federal ESA or CESA. Species listed or proposed for listing as threatened or endangered are discussed in Section 2.3.5, below. All other special-status animal species are discussed here, including CDFG fully protected species and species of special concern and USFWS or NMFS candidate species.

Federal laws and regulations pertaining to wildlife include the following:

- NEPA,
- Migratory Bird Treaty Act,
- Fish and Wildlife Coordination Act, and
- federal Endangered Species Act.

State laws and regulations pertaining to wildlife include the following:

- CEQA,
- California Endangered Species Act,
- Sections 1601–1603 of the California Fish and Game Code, and
- Sections 4150 and 4152 of the California Fish and Game Code.

USFWS, NMFS, and CDFG are responsible for implementing these laws.

Affected Environment

A query of the CNDDDB identified 12 special-status wildlife species that have been reported as occurring in the vicinity of the BSA (Hollywood, Los Angeles, Burbank, and Pasadena USGS quadrangles) (see Table 2-23). No special-status wildlife species were observed during the site visit. The only species for which potentially suitable habitat occurs within the BSA are Cooper's hawk, sharp-shinned hawk, and California gull. All of these are state species of special concern that tolerate considerable human presence and use urban and residential areas as well as parks to some degree during the nonbreeding season. If present, all would occur only as occasional visitors during the nonbreeding season.

Table 2-23. Wildlife Species of Special Concern Identified by CNDDDB

Common Name	Potential for Occurrence
Coast Range California newt (<i>Taricha torosa torosa</i>)	Not expected
Southwestern pond turtle (<i>Clemmys marmorata pallida</i>)	Not expected
San Diego coast horned lizard (<i>Phrynosoma coronatum blainvillei</i>)	Not expected
Burrowing owl (<i>Athene cucularia</i>)	Not expected
Coastal California gnatcatcher (<i>Polioptila californica californica</i>)	Not expected
Big free-tailed bat (<i>Nyctinomops [Tadarida] macrotis</i>)	Not expected
Southern grasshopper mouse (<i>Onychomys torridus ramona</i>)	Not expected
South coast marsh vole (<i>Microtus californicus stephensi</i>)	Not expected
American badger (<i>Taxidea taxus</i>)	Not expected

Source: CNDDDB, ICF Jones & Stokes, 2007, updated 2010.

Twenty-five species of vertebrate animals were detected during the site visit. These comprised 20 bird species and five mammal species. Several bird species typically associated with open water or riparian settings, such as American wigeon (*Anas americana*), mallard (*Anas platyrhynchos*), great blue heron (*Ardea herodias*), and double-crested cormorant (*Phalacrocorax auritus*), were observed in proximity to the Los Angeles River and/or Silver Lake Reservoir. All of the animal species detected are fairly common in urban settings and tolerant of human presence. In addition, numerous trees and shrubs within the BSA provide suitable nesting and roosting habitat for native bird species, including raptors, protected under the Migratory Bird Treaty Act (MBTA). Most of these bird species are also covered under similar protective statutes found in the California Fish and Game Code.

Environmental Consequences

Construction Impacts

No-Build Alternative (Baseline Alternative)

The No-Build Alternative would not result in adverse effects on wildlife in the BSA.

Alternatives A to F

No species of special concern were identified in the BSA, and it is unlikely that the build alternatives, including the preferred alternative, Alternative F – Hybrid Alternative, would result in construction impacts on special-status animal species. However, the build alternatives would

require the removal and replacement of numerous trees and shrubs within the BSA that provide suitable nesting and roosting habitat for native bird species, including raptors, protected under the MBTA and the California Fish and Game Code. This would be an adverse but mitigable effect. See below for recommended measures to avoid or minimize impacts.

Operational Impacts

No-Build Alternative (Baseline Alternative)

The No-Build Alternative does not include any physical or operational changes to the terminus. Consequently, no impacts would occur to wildlife resources under this alternative.

Alternatives A to F

No species of special concern were identified in the BSA. Additionally, operation of the reconfigured terminus would not result in new impacts to wildlife. Therefore, the build alternatives would not result in operational impacts on special-status animal species or other wildlife.

Avoidance, Minimization, and/or Mitigation Measures

The following minimization measures are proposed to avoid adverse effects on nesting birds protected under the MBTA and the California Fish and Game Code:

AS-1 To avoid impacts on birds prohibited under the MBTA and similar state statutes, one of the following measures shall be implemented by the City: (1) No ground disturbance, site clearing, or removal of any potential nesting habitat shall take place within the typical breeding/nesting season for birds (January 15 to August 30) or (2) prior to any ground-disturbing activities, a qualified biologist shall conduct surveys for nesting birds (including raptors). The surveys shall occur a minimum of 3 days prior to the clearing, removal, or trimming of any vegetation. Surveys shall include areas within 200 feet of the edge of the project boundary (as legally accessible) and the entire project site. If active nests are found, a 150-foot (minimum) temporary fence barrier shall be erected around the nest site. A 500-foot barrier shall be required for any raptor nesting site. No habitat removal or any other work shall be allowed to occur within the fenced nest zone until a qualified biologist confirms that nesting is no longer active and/or the young have fledged and left the nest.

2.3.5 Threatened and Endangered Species

Regulatory Setting

The primary federal law protecting threatened and endangered species is the federal ESA (USC Section 1531 et seq.; see also 50 CFR, Part 402). This act and subsequent amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of the federal ESA, federal agencies, such as FHWA, are required to consult with USFWS and NMFS to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. “Critical habitat” is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 is a biological opinion or an incidental take permit. The incidental take permit is the result of a Section 2080.1 consistency determination or a 2080(b) incidental take permit application process under CESA. Section 3 of the federal ESA defines take as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or any attempt at such conduct.” In addition, the MBTA implements various treaties and conventions between the U.S. and Canada, Japan, Mexico, and the former Soviet Union for the protection of migratory birds. Unless permitted by regulations, the act provides that it is unlawful to kill or possess migratory birds.

California has enacted a similar law at the state level, CESA (California Fish and Game Code Section 2050 et seq.) CESA emphasizes early consultation to avoid potential impacts on rare, endangered, or threatened species and appropriate planning to offset project-caused losses of listed species’ populations and essential habitats. CDFG is the agency responsible for implementing CESA. Section 2081 of the California Fish and Game Code prohibits the take of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the California Fish and Game Code as “to hunt, pursue, catch, capture, or kill or attempt to hunt, pursue, catch, capture, or kill.” CESA allows for take incidental to otherwise lawful development projects; for these actions, an incidental take permit is issued by CDFG. For projects requiring a biological opinion under Section 7 of the federal ESA, CDFG may also authorize impacts on CESA species by issuing a Consistency Determination under Section 2080.1 of the California Fish and Game Code.

Affected Environment

An NES (March 2008) was prepared (printed under separate cover) for the proposed project to evaluate impacts on biological resources, including the threatened and endangered plant and animal species. A query of the CNPS database and CNDDDB for the Hollywood, Los Angeles, Burbank, and Pasadena USGS 7.5-minute quadrangles identified eight threatened or endangered plant and animal species that have occurred historically in the vicinity of the BSA. Table 2-24 provides a full list of threatened or endangered animal species identified from the database query and a determination of the likelihood of occurrence for each species within the BSA. As shown in the table, no threatened or endangered species are expected to be present in the BSA. Informal consultation was also conducted with USFWS (see Appendix J) to determine whether any listed species or critical habitat may exist in the project area. No species or critical habitat were identified as a result of that consultation.

Table 2-24. Threatened or Endangered Species

Scientific Name	Common Name	Potential for Occurrence	Status
Plants			
<i>Astragalus brauntonii</i>	Braunton's milk-vetch	Not expected	FE
<i>Berberis nevinii</i>	Nevin's barberry	Confirmed absent	FE, SE
<i>Chorizanthe parryi</i> var. <i>fernandina</i>	San Fernando Valley spineflower	Not expected	FC, SE
<i>Dodecahema leptoceras</i>	Slender-horned spineflower	Not expected	FE, SE
Wildlife			
<i>Rana muscosa</i>	Mountain yellow-legged frog	Not expected	FE, SSC
<i>Falco peregrinus anatum</i>	American peregrine falcon	Not expected	SE, CFP
<i>Empidonax traillii extimus</i>	Southwestern willow flycatcher	Not expected	FE, SE
<i>Polioptila californica californica</i>	Coastal California gnatcatcher	Not expected	FT, SSC

Notes:

California Endangered Species Act (CESA) Listing Codes:

SE = state list, endangered

SSC = state special species of concern

ST = state list, threatened

SCE = state candidate for listing as endangered

Endangered Species Act (ESA) Listing Codes:

FE = federal list, endangered

FSC = federal special-concern species

FT = federal list, threatened

DEL = delisted (species considered fully recovered)

Source: CNPS, CNDDDB, ICF Jones & Stokes, 2007.

Environmental Consequences

Construction Impacts

No-Build Alternative (Baseline Alternative)

The No-Build Alternative would not result in adverse effects on threatened and endangered species in the BSA.

Alternatives A to F

None of the threatened and endangered species identified from the database query and listed in Table 2-24 were observed during the site visit, and none of the other threatened or endangered species are expected to provide any regulatory constraint to the project given the lack of suitable habitat and extensive urbanization of the BSA. Therefore, it is unlikely that construction activities would result in any form of impact (i.e., direct, indirect, permanent, temporary, or cumulative) on threatened and endangered species.

Operational Impacts

No-Build Alternative (Baseline Alternative)

The No-Build Alternative would not result in adverse effects on wildlife in the BSA.

Alternatives A to F

No threatened or endangered species were observed or are expected to be present in the BSA. No threatened or endangered species are expected to provide any regulatory constraint to the project given the lack of suitable habitat and extensive urbanization of the BSA. Thus, the build alternatives, including the preferred alternative, Alternative F – Hybrid Alternative, would not result in any form of impact (i.e., direct, indirect, permanent, temporary, or cumulative) to threatened and endangered species.

Avoidance, Minimization, and/or Mitigation Measures

No impacts on threatened or endangered species have been identified; therefore, mitigation is not required.

2.3.6 Invasive Species

Regulatory Setting

An invasive species is defined as a species that is (1) nonnative (or alien) to the ecosystem under consideration and (2) likely to cause economic or environmental harm or harm to human health as a result of its introduction. For a complete list of invasive plants of California, see the following web page: <http://www.cal-ipc.org/ip/management/ipcw/index.php>.

Executive Order (EO) 13112 directs federal agencies to expand and coordinate their efforts to combat the introduction and spread of nonnative plants and animals in the United States. FHWA has developed guidance to implement the EO. This guidance provides a framework designed to prevent and control the introduction and spread of invasive plant species on highway rights-of-way. Under the EO, federal agencies cannot authorize, fund, or carry out actions that they believe are likely to cause or promote the introduction or spread of invasive species in the United States or elsewhere unless all reasonable measures to minimize harm have been analyzed and considered. Furthermore, federal-aid and Federal Highway Program funds cannot be used for construction, revegetation, or landscaping activities that purposely include the use of known invasive species.

Affected Environment

Numerous noxious weeds were observed within the BSA. Noxious weed species include those designated as federal noxious weeds by the U.S. Department of Agriculture, species listed by the California Department of Food and Agriculture (CDFA), and other exotic pest plants designated by the California Invasive Plant Council (Cal-IPC). Table 2-25 identifies the noxious weed species found within the BSA.

Table 2-25. Noxious Weed Species Observed within the Biological Study Area

Scientific Name	English Name	California Department of Food and Agriculture Code ¹	California Invasive Plant Council ²
<i>Ailanthus altissima</i>	Tree of heaven	None	Moderate
<i>Avena fatua</i>	Wild oat	None	Moderate
<i>Brassica nigra</i>	Black mustard	None	Moderate
<i>Bromus madritensis</i>	Spanish brome	None	High
<i>Carduus pycnocephalus</i>	Italian thistle	C	Moderate
<i>Carpobrotus chilensis</i>	Sea fig	None	Moderate
<i>Carpobrotus edulis</i>	Hottentot fig	None	High
<i>Cortaderia selloana</i>	Pampass grass	None	High
<i>Cotoneaster pannosa</i>	Woolly cotoneaster	None	Moderate
<i>Cynodon dactylon</i>	Bermuda grass	C	Moderate
<i>Eucalyptus globulus</i>	Tasmanian blue gum	None	Moderate
<i>Gazania linearis</i>	Treasureflower	None	None
<i>Hirschfeldia incana</i>	Short-pod mustard	None	Moderate
<i>Nerium oleander</i>	Oleander	None	None

Scientific Name	English Name	California Department of	California Invasive Plant
		Food and Agriculture Code ¹	Council ²
<i>Nicotiana glauca</i>	Tree tobacco	None	Moderate
<i>Olea europaea</i>	European olive	None	Limited
<i>Pennisetum clandestinum</i>	Kikuyu grass	C	Limited
<i>Pennisetum setaceum</i>	Fountain grass	None	Moderate
<i>Picris echioides</i>	Bristly ox tongue	None	Limited
<i>Piptatherum miliaceum</i>	Smilo grass	None	Limited
<i>Ricinus communis</i>	Castor-bean	None	Limited
<i>Robinia pseudoacacia</i>	Black locust	None	Limited
<i>Schinus molle</i>	Peruvian peppertree	None	Limited
<i>Schinus terebinthifolius</i>	Brazilian peppertree	None	Limited
<i>Sorghum halepense</i>	Johnson grass	C	None
<i>Vinca major</i>	Greater periwinkle	None	Moderate

Notes:

¹Codes (California Department of Food and Agriculture 2006).

C = State-endorsed holding action and eradication only when found in a nursery. Action to retard spread outside of nurseries at the discretion of the commissioner; reject only when found in a crop seed for planning or at the discretion of the commissioner.

²Codes (California Invasive Plant Council 2006).

Source: ICF Jones & Stokes, 2007.

Environmental Consequences

Construction and Operational Impacts

No-Build Alternative (Baseline Alternative)

Under the No-Build Alternative, no effects involving invasive species would occur.

Alternatives A to F

Numerous nonnative plants deemed noxious by the U.S. Department of Agriculture, CDFA, and Cal-IPC were observed within the BSA. Roads, highways, and related construction projects are some of the principal dispersal vectors for noxious weeds. The introduction and spread of exotic pest plants adversely affect natural plant communities and displace native plant species that provide shelter and foraging habitat for wildlife species. The build alternatives would disturb the ground and, therefore, may remove both nonnative vegetation and small amounts of native vegetation that could be spread to other areas. In compliance with the EO on invasive species, EO 13112, and subsequent guidance from FHWA, duffing or landscaping associated with the project would not use any species listed as noxious weeds. Further, reasonable and prudent measures would be implemented to prevent or minimize the spread of invasive species in the project area during construction and operation of the proposed project. These measures are outlined below. With the implementation of these minimization measures, the proposed build alternatives, including the preferred alternative, Alternative F – Hybrid Alternative, would not result in considerable adverse effects during construction or operation.

Avoidance, Minimization, and/or Mitigation Measures

To ensure that the proposed project does not promote the introduction or spread of invasive species, the following minimization measures shall apply:

- IS-1** Construction equipment shall be cleaned of mud or other debris that may contain invasive plants and/or seeds and inspected to reduce the potential for spreading noxious weeds before arriving at the site and before leaving the site during the course of construction.
- IS-2** All targeted vegetative material shall be immediately removed from the project area. This includes small cuttings, leaves, branches, leaves, seeds, and vegetative litter.
- IS-3** Trucks with loads carrying vegetation shall be covered, and vegetative material removed from the site shall be disposed of in accordance with applicable laws and regulations.
- IS-4** All disturbed ground that remains as open space post-construction shall be hydroseeded with a seed mix restricted to local natives to promote recolonization and reduce the risk of providing optimal conditions for invasive species. Any landscaping within the BSA shall use native species.

2.4 Cumulative Impacts

2.4.1 Regulatory Setting

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor, but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive types of agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

CEQA Guidelines, Section 15130, describes when a cumulative impact analysis is warranted and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts, under CEQA, can be found in Section 15355 of the CEQA Guidelines. A definition of cumulative impacts, under NEPA, can be found in 40 CFR, Section 1508.7 of the CEQ Regulations.

2.4.2 Environmental Consequences

Table 2-26 provides a list of proposed, planned, and recently approved projects within the immediate vicinity of the proposed project. As shown in the table, 33 related projects were identified within a 2-mile radius of the project. Most of these projects are small residential projects with some commercial and industrial development. No major transportation projects are proposed in the general vicinity of the proposed project. The related projects listed below and other cumulative growth and development, in combination with the proposed project, could result in cumulative impacts.

The discussion below focuses on the project-related effects identified in the previous sections of this chapter that could contribute to cumulative impacts resulting from the related projects and cumulative growth and development.

Table 2-26. Related Projects

Map No.	Address	Project Description
1	444 N Coronado Terrace	Parcel map for 3-unit Multi-Family Housing
2	2404 W Sunset Blvd	Parcel for 4-unit Residential Condominium Conversion
3	659 N Imogen Ave	Parcel for 4-unit Residential Condominium Conversion
4	1753 N Silver Lake Blvd	Parcel map for 8-unit Residential Condominium Conversion
5	663 N Imogen Ave	Parcel map to convert 4-unit Apartment Building to 4 residential Condominium
6	2005 W Elmoran Street	Zone Change and Small Lot Subdivision to allow for construction 15 Single Family units
7	422 N Alvarado Street	Affordable Incentives and Density Bonus for 60 unit apartment with 4,900 sf commercial including Adult Day Care
8	1855 N Glendale Blvd	Tentative Tract for 65 Condos with 160 parking spaces on 143 gross acres
9	2404 W Sunset Blvd	Parcel for 4-unit Residential Condominium Conversion
10	1144 W Sunset Blvd	Parcel map for 4 joint live/work units
11	1478 Sunset Blvd	Tentative Tract map for 6-unit residential condominiums
12	950 Edgecliffe Dr	Tentative Tract map for 12-unit residential condominiums
13	1016 Sanborn Ave	Tentative Tract map for 7-unit residential condominiums
14	3221 W Temple St	Federally/ State Funded Affordable Housing Project
15	3201 W Temple St	Federally/ State Funded Affordable Housing Project
16	2523 W Temple St	Zoning Administrator Changes for height and FAR for permitting mixed use building
17	949 White Knoll Dr	Tentative Tract map for 10-unit residential condominiums
18	2223 W Sunset Blvd	Tentative Tract map for 20 residential condominium live-work units, 4,355 sf retail and 63 parking spaces
19	1320 E Echo Park Ave	Tentative Tract map for construction of 5 new condominiums and 11 parking spaces
20	2333 Scout Way	Zone variance to demolish existing Boy Scouts Headquarter and construct 15,000 sf of new headquarter

Map No.	Address	Project Description
21	1243 W Temple Street	Zone change to permit Light garment Manufacturing in a C.5 Zone
22	1900 N Silver Lake Blvd	Tentative Tract map for 15-unit residential condominiums conversion
23	1755 N Glendale Blvd	Zoning Administrator Changes to permit adaptive reuse for 22 units in CM zone
24	1615 N Lucile Ave	General plan Amendment/ Zone change from Low-medium residential to Neighborhood Commercial
25	2943 Gleneden St	General plan Amendment/ Zone change from Parking Buffer to Commercial Manufacturing
26	3201 W Temple St	Construction of 117 units including 19 affordable housing units
27	1755 N Glendale Blvd	Vesting Tentative Tract-Adaptive Reuse of 28-unit residential condominium
28	2400 Allesandro Ave	Vesting Tentative Tract map for 14 single-family units
29	2846 W Rowena Ave	Vesting Tentative Tract map for 11 residential condos and 1 commercial condo with 25 parking spaces
30	2529 W temple Street	Height and Density Adjustments to allow for a 3-story, 8-units apartment building
31	1516 N Echo Park Ave	Tentative Tract map for 8-unit residential condominiums
32	1104 N Kensington Rd	Parcel map for 3-unit residential condos
33	1516 N Echo Park Ave	Tentative Tract map for 8-unit new residential condominium

Source: City of Los Angeles City Planning Department, ICF Jones & Stokes, 2007.

There are several areas where the project would result in no operational impacts and no or negligible construction impacts and consequently would not contribute to cumulatively considerable impacts in these areas. These impacts are discussed in their respective sections of this document and are listed below:

- Existing and Future Land Use (Section 2.1.1)
- Consistency with State, Regional, and Local Plans and Programs (Section 2.1.2)
- Parks and Recreation (Section 2.1.3)
- Growth (Section 2.1.4)
- Farmlands (Section 2.1.5)
- Relocations (Section 2.1.7)
- Environmental Justice (Section 2.1.8)

- Visual/Aesthetics (Section 2.1.11)
- Cultural Resources (Section 2.1.12)
- Hydrology and Floodplains (Section 2.2.1)
- Geology/Soils/Seismic/Topography (Section 2.2.3)
- Hazardous Waste/Materials (Section 2.2.4)
- Natural Communities (Section 2.3.1)
- Wetlands and Other Waters (Section 2.3.2)
- Animal Species (Section 2.3.4)
- Threatened and Endangered Species (Section 2.3.5)

The proposed project could result in adverse impacts in the following areas that may contribute to cumulatively considerable impacts:

- Community Impacts (Section 2.1.6)
- Utilities/Emergency Services (Section 2.1.9)
- Traffic and Transportation/Pedestrian and Bicycle Facilities (Section 2.1.10)
- Water Quality and Stormwater Runoff (Section 2.2.3)
- Air Quality (Section 2.2.5)
- Noise (Section 2.2.6)
- Plant Species (Section 2.2.3)
- Invasive Species (Section 2.3.6)

However, avoidance, minimization, or mitigation measures have been identified for each of the impacts. The discussion

- Community Impacts and Emergency Services: The study area for cumulative community impacts would include those areas served by the community facilities and services that serve the project site. Construction of the related projects could result in temporary lane or road closures depending on the location and extent of construction activities associated with those projects. The proposed project build alternatives could also result in temporary lane and ramp closures at the SR-2 terminus during the construction period, which could cumulatively diminish community and emergency vehicle access if construction of the proposed project occurs concurrently with other construction projects in the immediate area. To minimize disruptions to traffic and community access, a Traffic Management Plan will be prepared for the proposed project to prevent unreasonable delays and impacts. With implementation of the Traffic Management Plan and given lane or ramp closures would be temporary, lasting not more than the construction period, the proposed project would not result in cumulatively considerable impacts on the local community.

- Traffic and Transportation/Pedestrian and Bicycle Facilities: The study area for cumulative traffic impacts consists of the 21 study intersections identified in Section 2.1.10 of this chapter. The related projects listed in Table 2-26 above and other cumulative growth and development in the area would cumulatively increase traffic on local streets and highways. Section 2.1.10 includes a discussion of existing future no-build levels of service (LOS) at the study intersections. As identified in Section 2.1.10, six of the 21 intersections currently (year 2006) operate at LOS E or F in one or both the peak hours. Under future no-build conditions, eight of the 21 intersections would operate at LOS E or F in the peak hours, though all intersections would experience increased congestion and deteriorated operating conditions compared to existing conditions. The proposed project includes no new development that would generate trips and consequently it would not cumulatively contribute to the increases in the number of trips in the project or study area. However, the proposed build alternatives, including the preferred alternative, Alternative F – Hybrid Alternative, propose modifications to the configuration of the roadways at the SR-2 terminus that could affect traffic flow and safety. As shown in Section 2.1.10, some of the four intersections in the immediate vicinity of the SR-2 terminus would experience improved traffic flow and reduced delay due to the proposed build alternatives and others would experience increased delay. Alternative A, widening of the existing SR-2 terminus ramps, would result in overall improvements in traffic flow compared to the no-build conditions but this alternative would not eliminate the flyover, which results in safety hazards due to vehicles traveling on the flyover merging at high speed with traffic traveling southbound on Glendale Boulevard. Under Alternatives B to E, increased delay of up to 2 minutes, compared to the no-build condition, would occur for traffic traveling southbound on SR-2 in the AM peak hour and 20 seconds for traffic traveling northbound on Glendale Boulevard to SR-2 in the PM peak hour. While these delays would occur, Alternatives B to E would nevertheless meet the projects objective of improving pedestrian and vehicular safety at the SR-2 Terminus. The preferred alternative, Alternative F – Hybrid Alternative would reduce overall system travel delay compared to the no-build condition and other build alternatives.
- Water Quality and Stormwater Runoff: The study area for cumulative water quality impacts includes the water bodies that could be affected by runoff from the project site, most notably the Los Angeles River. Both construction and operation of the related projects, and other cumulative growth and development, could result in the release of sediments or other pollutants in the local stormwater system adversely affecting water quality of local water resources. Construction and operation of the proposed build alternatives could also generate and release additional pollutants contributing to cumulative adverse water quality effects. However, all construction projects disturbing more than 1 acre, which includes the proposed build alternatives, would be required to comply with NPDES permit requirements and prepare a Stormwater Pollution Prevention Plan to minimize water quality impacts. Additionally, the proposed project would include a Site-Specific Mitigation Plan, in compliance with the Los Angeles County NPDES municipal stormwater permit, to minimize the release of sediments and pollutants from operation of the proposed facilities. With implementation of these measures, the proposed project is not expected to result in cumulatively considerable water quality impacts.

- Air Quality: See the discussion of climate change in Section 2.5 below.
- Noise: The study area for cumulative noise impacts includes the noise-sensitive receptors in the immediate vicinity of the improvements that would be implemented under the proposed build alternatives. The related projects and other cumulative growth and development in the area would increase traffic on local streets and highways, which would in turn increase community noise levels. Although the proposed build alternatives would not generate or increase traffic volumes, they would reconfigure the ramps and intersections at the SR-2 terminus. As a consequence, some traffic lanes would be moved closer to nearby noise-sensitive land uses such as single- and multi-family residences, further increasing noise levels at those sensitive receptors. However, as discussed in Section 2.2.6, soundwalls would be constructed as part of the proposed build alternatives to reduce noise levels at affected sensitive receptors. Consequently, the proposed project would not contribute to cumulatively considerable adverse noise impacts.
- Plant Species: The cumulative impacts study area for impacts to plant species would consist of related projects and cumulative growth and development in the City of Los Angeles that would contribute to the cumulative loss of trees protected under the City's Tree Ordinance. The proposed build alternatives would also result in the removal of trees protected by the City's ordinance. However, in compliance with the ordinance, all protected trees will be replaced. It is expected that other related projects subject to the ordinance would also replace protected trees. Consequently, the proposed project would not contribute to cumulatively considerable impacts on plant species.
- Invasive Species: The BSA defined in the NES would be considered the resource study area for the cumulative impacts of invasive species. Several noxious weed species have been identified within the BSA. The proposed project, in conjunction with the related projects, could result in the introduction of invasive species and noxious weeds in the BSA. However, with the implementation of the avoidance, minimization, and/or mitigation measures identified in Section 2.3.6 for the construction of related projects, the cumulative impacts would not be adverse.

2.5 Climate Change (CEQA)

2.5.1 Regulatory Setting

While climate change has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), the efforts devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy have increased dramatically in recent years. These efforts are primarily concerned with the emissions of GHG related to human activity that include carbon dioxide (CO₂), methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23 (fluoroform), HFC-134a (s, s, s, 2 –tetrafluoroethane), and HFC-152a (difluoroethane).

In 2002, with the passage of Assembly Bill 1493 (AB 1493), California launched an innovative and pro-active approach to dealing with greenhouse gas emissions and climate change at the state level. Assembly Bill 1493 requires the California Air Resources Board (CARB) to develop and implement regulations to reduce automobile and light truck greenhouse gas emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year; however, in order to enact the standards California needed a waiver from the U.S. Environmental Protection Agency (EPA). The waiver was denied by Environmental Protection Agency in December 2007 and efforts to overturn the decision had been unsuccessful (see *California v. Environmental Protection Agency*, 9th Cir. Jul. 25, 2008, No. 08-70011). On January 26, 2009, it was announced that EPA would reconsider their decision regarding the denial of California's waiver. On May 18, 2009, President Obama announced the enactment of a 35.5 mpg fuel economy standard for automobiles and light duty trucks which will take effect in 2012. On June 30, 2009 EPA granted California the waiver. California is expected to enforce its standards for 2009 to 2011 and then look to the federal government to implement equivalent standards for 2012 to 2016. The granting of the waiver will also allow California to implement even stronger standards in the future. The state is expected to start developing new standards for the post-2016 model years later this year.

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80 percent below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team.

With Executive Order S-01-07, Governor Schwarzenegger set forth the low carbon fuel standard for California. Under this executive order, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020.

Climate change and GHG reduction is also a concern at the federal level; however, at this time, no legislation or regulations have been enacted specifically addressing GHG emissions reductions and climate change. California, in conjunction with several environmental organizations and several other states, sued to force the U.S. Environmental Protection Agency (EPA) to regulate GHG as a pollutant under the Clean Air Act (*Massachusetts vs. Environmental Protection Agency et al.*, 549 U.S. 497 (2007)). The court ruled that GHG does fit within the Clean Air Act's definition of a pollutant, and that the EPA does have the authority to regulate GHG. Despite the Supreme Court ruling, there are no promulgated federal regulations to date limiting GHG emissions.

On December 7, 2009, the EPA Administrator signed two distinct findings regarding greenhouse gases under section 202(a) of the Clean Air Act:

- **Endangerment Finding:** The Administrator finds that the current and projected concentrations of the six key well-mixed greenhouse gases--carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆)--in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator finds that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution which threatens public health and welfare.

Although these findings did not themselves impose any requirements on industry or other entities, this action was a prerequisite to finalizing the USEPA's *Proposed Greenhouse Gas Emission Standards for Light-Duty Vehicles*, which was published on September 15, 2009.³¹ On May 7, 2010 the final *Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards* was published in the Federal Register.³²

The final combined USEPA and National Highway Traffic Safety Administration standards that make up the first phase of this National Program apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. They require these vehicles to meet an estimated combined average emissions level of 250 grams of carbon dioxide per mile, equivalent to 35.5 miles per gallon (MPG) if the automobile industry were to meet this carbon dioxide level solely through fuel economy improvements. Together, these standards will cut greenhouse gas emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012-2016).

According to *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate change in CEQA Documents* (March 5, 2007), an individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may participate in a potential impact through its incremental contribution combined with the

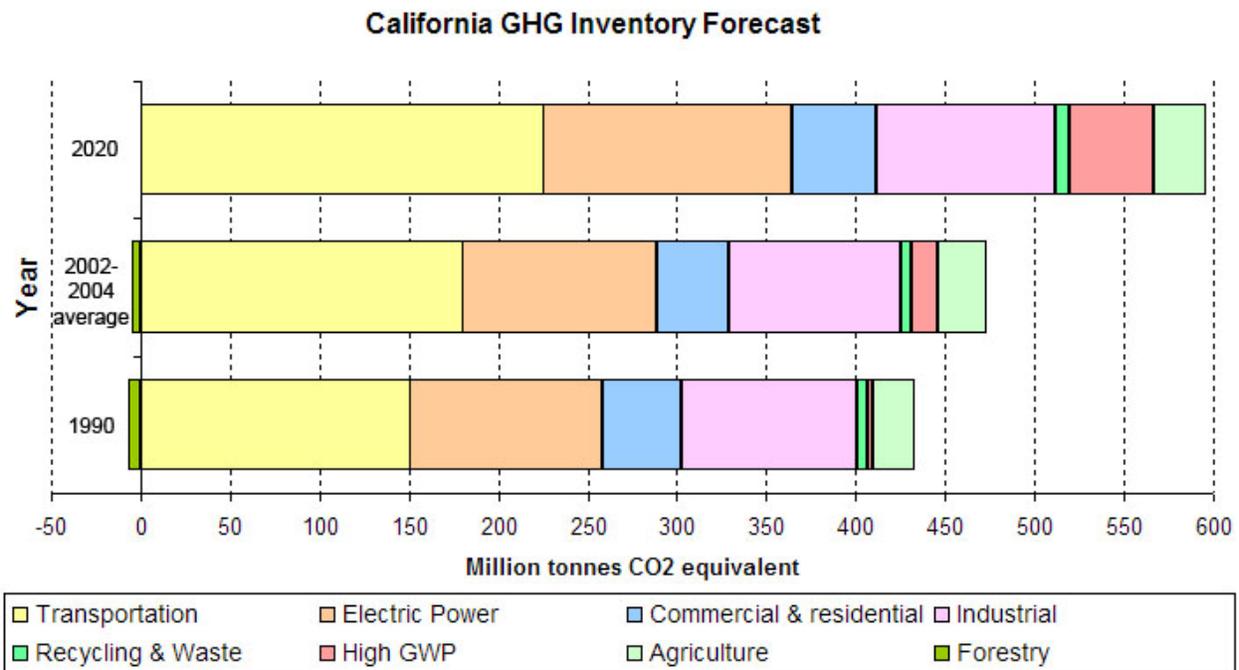
³¹ <http://www.epa.gov/climatechange/endangerment.html>

³² <http://www.regulations.gov/search/Regs/contentStreamer?objectId=0900006480a5e7f1&disposition=attachment&contentType=pdf>

contributions of all other sources of GHG. In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable." See CEQA Guidelines sections 15064(i)(1) and 15130. To make this determination the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects in order to make this determination is a difficult if not impossible task.

As part of its supporting documentation for the Draft Scoping Plan, CARB recently released an updated version of the GHG inventory for California (June 26, 2008). Shown below is a graph (Figure 2-24) from that update that shows the total GHG emissions for California for 1990, 2002-2004 average, and 2020 projected if no action is taken.

Figure 2-24. California Greenhouse Gas Inventory



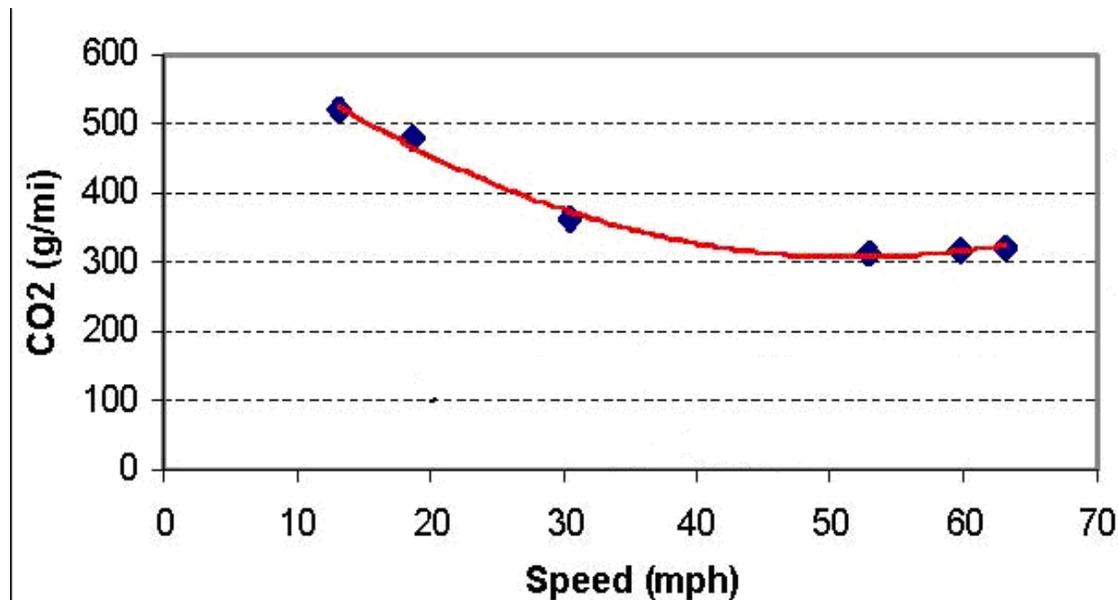
Taken from : <http://www.arb.ca.gov/cc/inventory/data/forecast.htm>

The Department (Caltrans) and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation (see Climate Action Program at Caltrans, December 2006), the Department has created and is implementing the Climate Action Program at Caltrans that was published in December 2006. This document can be found at: <http://www.dot.ca.gov/docs/ClimateReport.pdf>.

2.5.2 Project Analysis

One of the main strategies in Caltrans' Climate Action Program to reduce GHG emissions is to make California's transportation system more efficient. The highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (0-25 miles per hour) and speeds over 55 mph; the most severe emissions occur from 0-25 miles per hour (see Figure 2-25). To the extent that a project relieves congestion by enhancing operations and improving travel times in high congestion travel corridors GHG emissions, particularly CO₂, may be reduced.

Figure 2-25. Fleet CO₂ Emissions vs. Speed (Highway)



Source: Center for Clean Air Policy—
[http://www.ccap.org/Presentations/Winkelman%20TRB%202004%20\(1-13-04\).pdf](http://www.ccap.org/Presentations/Winkelman%20TRB%202004%20(1-13-04).pdf)

As detailed in the *Technical Memorandum for the State Route 2 Glendale Freeway Terminus Improvement Project Traffic Analysis for Hybrid Alternative* (Fehr & Peers, August 2010), the preferred alternative, Alternative F -Hybrid Alternative, would provide operational benefits to the Glendale Corridor and the SR-2 terminus and increase system efficiency. Alternative F is projected to reduce corridor travel time compared to future No-Build conditions, particularly the southbound movement from the SR-2 flyover to southbound Glendale Boulevard in the AM peak hour (almost 40 percent reduction). The proposed project is not expected to generate new vehicular traffic trips since the project is proposed to accommodate the additional demand that will occur regardless of whether the project is built or not, and will not provide additional capacity on SR-2 or Glendale Boulevard. An estimate of baseline year 2007, opening year 2013 and horizon year 2033 VMT data is provided below in Table 2-27.

Table 2-27. Comparison of Baseline and Future Years VMT

Evaluation Period	Daily VMT		
	Without Project	With Project	Project Effect
Baseline Year 2007	34,328	NA	NA
Opening Year 2013	85,168	85,168	0
Horizon Year 2033	99,475	99,475	0

Source: Fehr & Peers, May 2010.

Using the Caltrans-recommended CT-EMFAC emissions inventory computation model, the traffic data shown above in Table 2-27 was apportioned into 5-mile-per-hour speed bins and used to calculate the CO₂ emissions based on 2013 and 2033 regional travel conditions. The forecast of CO₂ emissions is provided in Table 2-28.

It is important to note that the CO₂ emissions numbers are only useful for a comparison between alternatives. The numbers are not necessarily an accurate reflection of what the true CO₂ emissions will be because CO₂ emissions are dependent on other factors that are not part of the model such as the fuel mix (EMFAC model emission rates are only for direct engine-out CO₂ emissions not full fuel cycle; fuel cycle emission rates can vary dramatically depending on the amount of additives like ethanol and the source of the fuel components), rate of acceleration, and the aerodynamics and efficiency of the vehicles.

Table 2-28. CO₂ Emissions Comparisons, Existing and Future

Evaluation Period	Metric Tons per Day CO ₂ Emissions		
	No-Build Condition	Build Condition	Percent Change
Baseline Year 2007	2.42	NA	NA
Opening Year 2013	6.99	4.62	-34%
Horizon Year 2033	10.17	8.87	-13%

Source: ICF International, May 2010 (CT-EMFAC output sheets are provided in Air Quality Appendix to the Addendum to the Air Quality Report).

As shown in Table 2-28, the modeled CO₂ emissions in the opening and future years (2013 and 2033) are higher than those for the baseline year 2007. This is due to the fact that daily VMT is anticipated to increase by more than 100% between baseline year 2007 and opening year 2013; this increase in VMT would occur with or without the project. At both opening year 2013 and horizon year 2033, modeled CO₂ emissions under the build condition are anticipated to be lower than those emissions under the No-Build Alternative. Because the project will result in less congestion and reduced travel delay when compared to the no-build future condition, the project is anticipated to result in lower GHG emissions when compared to the no-build condition. As discussed previously, this is also shown in the CO₂ modeling results for the project.

Construction Emissions

GHG emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by on-site construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events. Section 2.2.6 in this chapter identifies specifications and measures included in the project to address construction emissions that will also reduce/minimize GHG emissions.

CEQA Conclusion

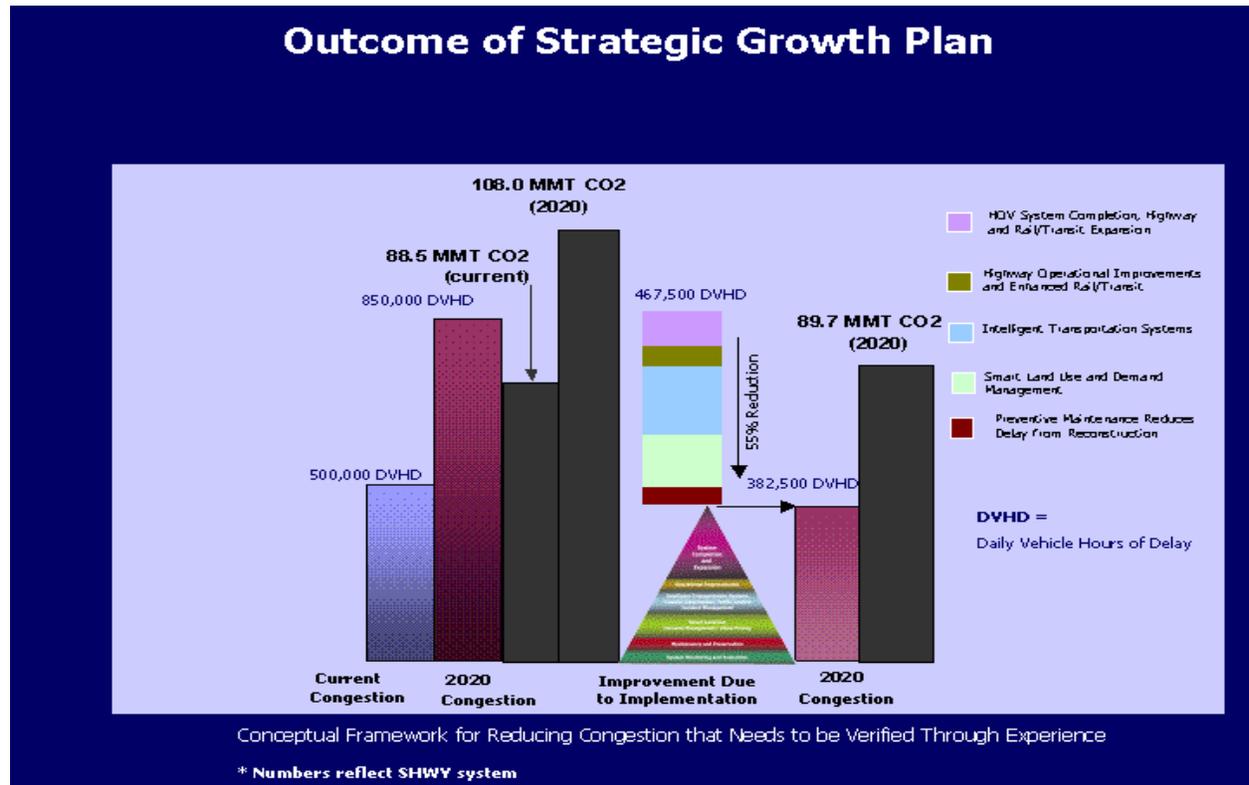
As discussed above, CO₂ emissions are predicted to be higher in the future when compared to the baseline (existing) conditions; however, Caltrans does anticipate a decrease in CO₂ emissions with the project when compared to the future No-Build conditions. Nonetheless, Caltrans is taking further measures to help reduce energy consumption and GHG emissions. These measures are outlined in Table 2-29 in the following section. It is Caltrans' determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a determination regarding the project's direct impact and its contribution on the cumulative scale to climate change.

Assembly Bill 32 Compliance

Caltrans continues to be actively involved on the Governor's Climate Action Team as CARB works to implement the Governor's Executive Orders and help achieve the targets set forth in AB 32. Many of the strategies Caltrans is using to help meet the targets in AB 32 come from the California Strategic Growth Plan, which is updated each year. Governor Arnold Schwarzenegger's Strategic Growth Plan calls for a \$238.6 billion infrastructure improvement program to fortify the state's transportation system, education, housing, and waterways, including \$100.7 billion in transportation funding through 2016.³³ As shown in Figure 2-26 below, the Strategic Growth Plan targets a significant decrease in traffic congestion below today's level and a corresponding reduction in GHG emissions. The Strategic Growth Plan proposes to do this while accommodating growth in population and the economy. A suite of investment options has been created that combined together yield the promised reduction in congestion. The Strategic Growth Plan relies on a complete systems approach of a variety of strategies: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements.

³³ Governor's Strategic Growth Plan, Fig. 1 (<http://gov.ca.gov/pdf/gov/CSGP.pdf>)

Figure 2-26. Outcome of Strategic Growth Plan



As part of the Climate Action Program at Caltrans (December 2006, <http://www.dot.ca.gov/docs/ClimateReport.pdf>), Caltrans is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high density housing along transit corridors. Caltrans is working closely with local jurisdictions on planning activities; however, Caltrans does not have local land use planning authority. Caltrans is also supporting efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks; Caltrans is doing this by supporting on-going research efforts at universities, by supporting legislative efforts to increase fuel economy, and by its participation on the Climate Action Team. It is important to note, however, that the control of the fuel economy standards is held by EPA and CARB. Lastly, the use of alternative fuels is also being considered; Caltrans is participating in funding for alternative fuel research at the UC Davis.

Table 2-29 summarizes Caltrans and statewide efforts that Caltrans is implementing in order to reduce GHG emissions. For more detailed information about each strategy, please see Climate Action Program at Caltrans (December 2006); it is available at <http://www.dot.ca.gov/docs/ClimateReport.pdf>.

To the extent that it is applicable or feasible for the project and through coordination with the project development team, the following measures will also be included in the project to reduce the GHG emissions and potential climate change impacts from the project:

1. Caltrans and the California Highway Patrol are working with regional agencies to implement intelligent transportation systems (ITS) to help manage the efficiency of the existing highway system. ITS is commonly referred to as electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.
2. In addition, the Los Angeles County Metropolitan Transportation Authority (LACMTA) provides park-and-ride facilities to help manage the growth in demand for highway capacity.
3. Landscaping reduces surface warming, and through photosynthesis, decreases CO₂. The project proposes planting in the intersection slopes, drainage channels, and seeding in areas adjacent to frontage roads and planting a variety of different-sized plant material and scattered skyline trees where appropriate but not to obstruct the view of the mountains. Caltrans has committed to planting a minimum of 40 trees. These trees will help offset any potential CO₂ emissions increase. Based on a formula from the Canadian Tree Foundation³⁴, it is anticipated that the planted trees will offset between 7-10 tons of CO₂ per year.
4. The project would incorporate the use of energy efficient lighting, such as LED traffic signals. LED bulbs — or balls, in the stoplight vernacular — cost \$60 to \$70 apiece but last five to six years, compared to the one-year average lifespan of the incandescent bulbs previously used. The LED balls themselves consume 10 percent of the electricity of traditional lights, which will also help reduce the projects CO₂ emissions.³⁵

³⁴ Canadian Tree Foundation at http://www.tcf-fca.ca/publications/pdf/english_reduceco2.pdf. For rural areas the formula is: # of trees/360 x survival rate = tones of carbon/year removed for each of 80 years.

³⁵ Knoxville Business Journal, “LED Lights Pay for Themselves,” May 19, 2008 at <http://www.knoxnews.com/news/2008/may/19/led-traffic-lights-pay-themselves/>.

Table 2-29. Climate Change Strategies

Strategy	Program	Lead	Partnership		Method/Process	Estimated CO ₂ Savings (MMT)	
			Agency	Agency		2010	2020
Smart Land Use	Intergovernmental Review (IGR)	Caltrans	Local governments		Review and seek to mitigate development proposals	Not Estimated	Not Estimated
	Planning Grants	Caltrans	Local and regional agencies and other stakeholders		Competitive selection process	Not Estimated	Not Estimated
	Regional Plans and Blueprint Planning	Regional Agencies	Caltrans		Regional plans and application process	0.975	7.8
Operational Improvements and Intelligent Transportation System (ITS) Deployment	Strategic Growth Plan	Caltrans	Regions		State ITS; Congestion Management Plan	.007	2.17
Mainstream Energy and Greenhouse Gas in Plans and Projects	Office of Policy Analysis and Research; Division of Environmental Analysis	Interdepartmental effort			Policy establishment, guidelines, technical assistance	Not Estimated	Not Estimated
Educational and Information Program	Office of Policy Analysis and Research	Interdepartmental, Cal/EPA, ARB, CEC			Analytical report, data collection, publication, workshops, outreach	Not Estimated	Not Estimated
Fleet Greening and Fuel Diversification	Division of Equipment	Department of General Services			Fleet Replacement	0.0045	0.0065
Non-Vehicular Conservation Measures	Energy Conservation Program	Green Action Team			Energy Conservation Opportunities	0.117	.34
	Portland Cement	Office of Rigid Pavement	Cement and Construction Industries		2.5% limestone cement mix 25% fly ash cement mix > 50% fly ash/slag mix	1.2 .36	3.6
Goods Movement	Office of Goods Movement	Cal/EPA, ARB, BT&H, MPOs			Goods Movement Action Plan	Not Estimated	Not Estimated
Total						2.72	18.67
Notes:							
MMT = million metric tons; CEC = Commission for Environmental Cooperation; BT&H = Business, Transportation, and Housing.							
Source: Caltrans, 2006.							

Adaptation Strategies

“Adaptation strategies” refer to how Caltrans and others can plan for the effects of climate change on the state’s transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, storm surges and intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damaging roadbeds by longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. There may also be economic and strategic ramifications as a result of these types of impacts to the transportation infrastructure.

Climate change adaption must also involve the natural environment as well. Efforts are underway on a statewide-level to develop strategies to cope with impacts to habitat and biodiversity through planning and conservation. The results of these efforts will help California agencies plan and implement mitigation strategies for programs and projects.

On November 14, 2008, Governor Schwarzenegger signed Executive Order S-13-08 which directed a number of state agencies to address California’s vulnerability to sea level rise caused by climate change.

The California Resources Agency (now the Natural Resources Agency, (Resources Agency)), through the interagency Climate Action Team, was directed to coordinate with local, regional, state and federal public and private entities to develop a state Climate Adaptation Strategy. The Climate Adaptation Strategy will summarize the best known science on climate change impacts to California, assess California's vulnerability to the identified impacts and then outline solutions that can be implemented within and across state agencies to promote resiliency.

As part of its development of the Climate Adaptation Strategy, Resources Agency was directed to request the National Academy of Science to prepare a *Sea Level Rise Assessment Report* by December 2010 to advise how California should plan for future sea level rise. The report is to include:

- relative sea level rise projections for California, taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge and land subsidence rates;
- the range of uncertainty in selected sea level rise projections;
- a synthesis of existing information on projected sea level rise impacts to state infrastructure (such as roads, public facilities and beaches), natural areas, and coastal and marine ecosystems;
- a discussion of future research needs regarding sea level rise for California.

Furthermore Executive Order S-13-08 directed the Business, Transportation, and Housing Agency to prepare a report to assess vulnerability of transportation systems to sea level affecting

safety, maintenance and operational improvements of the system and economy of the state. Caltrans continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise.

Prior to the release of the final Sea Level Rise Assessment Report, all state agencies that are planning to construct projects in areas vulnerable to future sea level rise were directed to consider a range of sea level rise scenarios for the years 2050 and 2100 in order to assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea level rise. However, all projects that have filed a Notice of Preparation, and/or are programmed for construction funding through 2013, or are routine maintenance projects as of the date of Executive Order S-13-08 may, but are not required to, consider these planning guidelines. Sea level rise estimates should also be used in conjunction with information regarding local uplift and subsidence, coastal erosion rates, predicted higher high water levels, storm surge and storm wave data. Executive Order S-13-08 allows some exceptions to this planning requirement. With respect to the proposed project, this project was programmed for construction in 2013 and is exempt at this time from the requirement to analyze sea level rise as directed in Executive Order S-13-08.

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. Caltrans is an active participant in the efforts being conducted as part of Governor's Schwarzenegger's Executive Order on Sea Level Rise and is mobilizing to be able to respond to the National Academy of Science report on *Sea Level Rise Assessment* which is due to be released by December 2010.

On August 3, 2009, Natural Resources Agency in cooperation and partnership with multiple state agencies, released the 2009 California Climate Adaptation Strategy Discussion Draft, which summarizes the best known science on climate change impacts in seven specific sectors and provides recommendations on how to manage against those threats. The release of the draft document set in motion a 45-day public comment period. Led by the California Natural Resources Agency, numerous other state agencies were involved in the creation of discussion draft, including Environmental Protection; Business, Transportation and Housing; Health and Human Services; and the Department of Agriculture. The discussion draft focuses on sectors that include: Public Health; Biodiversity and Habitat; Ocean and Coastal Resources; Water Management; Agriculture; Forestry; and Transportation and Energy Infrastructure. The strategy is in direct response to Gov. Schwarzenegger's November 2008 Executive Order S-13-08 that specifically asked the Natural Resources Agency to identify how state agencies can respond to rising temperatures, changing precipitation patterns, sea level rise, and extreme natural events. As data continues to be developed and collected, the state's adaptation strategy will be updated to reflect current findings. A revised version of the report was posted on the Natural Resource Agency website on December 2, 2009; it can be viewed at: <http://www.energy.ca.gov/2009publications/CNRA-1000-2009-027/CNRA-1000-2009-027-F.PDF>.

Currently, Caltrans is working to assess which transportation facilities are at greatest risk from climate change effects. However, without statewide planning scenarios for relative sea level rise

and other climate change impacts, Caltrans has not been able to determine what change, if any, may be made to its design standards for its transportation facilities. Once statewide planning scenarios become available, Caltrans will be able review its current design standards to determine what changes, if any, may be warranted in order to protect the transportation system from sea level rise.

Chapter 3. Comments and Coordination

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures, and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of methods, including Project Development Team meetings and interagency coordination meetings.

Consultation with the resource agencies and soliciting public input for this project started in the early stages of planning for the SR-2 Terminus Project. The proposed project alternatives were developed using Context Sensitive Design (CSD). The FHWA defines a CSD as “. . . a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility. CSD is an approach that considers the total context within which a transportation improvement project will exist.” In the course of preparing project related studies and analyses and the development of project alternatives, the Project Development Team met with community organizations and stakeholders, elected officials, and public agencies on a regular and continuous basis to gain input, insight and to assist refine the improvement program. The following information on coordination and public participation activities summarizes the documentation published in previous public outreach reports.

3.1 Consultation and Coordination with Public Agencies

A Notice of Intent to hold public scoping meetings to begin the environmental process for the proposed project was published in the Los Angeles Times on April 2, 2006. Additionally, postcard notices announcing the three scoping meetings for the project were mailed to elected officials and local, state, and federal agencies having jurisdiction or discretionary approval within the project corridor, as well as other interested organizations and individuals. Information on the project was also posted on the project website at “www.metro.net.”

Consultation with several agencies occurred in conjunction with preparation of the technical reports and initial study/environmental assessment (IS/EA) for the proposed project. The agencies are identified in the various technical reports and include those listed below.

Local

Department of Recreation and Parks

State

California Department of Fish and Game

Regional

SCAG

Federal

U.S. Fish and Wildlife Service

U.S. Army Corps of Engineers

Coordination with the City of Los Angeles Departments of Transportation and Recreation and Parks is a continuous ongoing process and it started with the planning process for all phases of the proposed SR-2 Freeway Terminus Improvement Project. Coordination addressed issues such as planning, design, environmental consequences, and cooperative agreements. Members of these agencies are part of the Project Development Team.

3.2 Public Participation

3.2.1 Public Information Meetings

Metro, in conjunction with the Los Angeles Department of Transportation (LADOT), California Department of Transportation (Department), and its consultant team headed by ICF Jones & Stokes, developed a community outreach program for the SR-2 Freeway Terminus Improvement Project. The goals of the public outreach program are to share project information with the community, identify the issues and concerns regarding the study, and, to the extent feasible, integrate public feedback into the project planning process. Public meetings and other outreach efforts conducted to inform the public about the proposed project and solicit their input included public scoping and community meetings and workshops:

The following three scoping meetings were held in 2006 to present the history and status of the project, the environmental process, and gather public comment on the project.

- Community Meeting on April 11, 2006, from 6:00 to 8:00 p.m. at the Saint Teresa of Avila Church (2215 Fargo Street).
- Community Meeting on April 19, 2006, from 2:00 to 4:00 p.m. in the Windsor Room of Metro Headquarters (1 Gateway Plaza).
- Community Meeting on April 20, 2006, from 6:00 to 8:00 p.m. in Williams Hall of Barlow Hospital (2000 Stadium Way).

In addition, the following community meetings were held in the project area during the public scoping and alternatives development process in 2006.

- A design workshop was held on Wednesday June 28, 2006, from 6:30 to 8:30 p.m. at Mayberry Elementary (2414 Mayberry Street). The objective of the workshop was to present the history and status of the project, the environmental process, the existing traffic conditions and the urban design.
- A focus group meeting was held on Monday, October 23, 2006, from 5:30 to 8:00 p.m. at Mayberry Elementary (2414 Mayberry Street). The objective of the focus group was to present the project purpose, schedule, and funding.
- A focus group meeting was held on Wednesday, December 13, 2006, from 6:30 to 8:00 p.m. at Mayberry Elementary (2414 Mayberry Street). The objective of the focus group was to present the project purpose, schedule, and funding.

- A third focus group meeting was held on Wednesday, March 26, 2008 from 5:30 p.m. to 6:30 p.m. at Mayberry Elementary (2414 Mayberry Street). The objective of the meeting was to discuss the status of the environmental documentation and provide an overview of the environmental process and schedule.

The SR-2 project team also attended and presented at four meetings held by community groups to provide community stakeholders an overview and update on the status of the project, and to invite the community members to the three scoping meetings listed above. These meetings are listed below:

- Echo Park Community Action Committee (January 31, 2006)
- Echo Park Community Action Committee (March 13, 2006)
- Silver Lake Transportation Committee (April 3, 2006)
- Echo Park Improvement Association (April 6, 2006)

Members of the project team have also periodically briefed the Elected Officials Committee on the project. The Elected Officials Committee consists of federal, state, and local elected officials' staff representing the project area. Individual briefings were also provided to several elected officials.

3.2.2 Public Circulation

During the public circulation period for the Draft IS/EA, various outreach efforts were made to alert the public about the availability of the document. A Notice of Availability/Notice of Intent (NOA/NOI) (May 2009) (see Figure 3-1), which noted the availability of the Draft IS/EA for public review, was mailed to agency and elected officials, residents, homeowners, and business owners in the vicinity of the project (see Chapter 5. Distribution List) at the beginning of the public review period. The NOA/NOI was printed in both English and Spanish. A total of 17 agencies were provided copies of the NOA/NOI and Draft IS/EA.

The NOA/NOI and notices of the public hearing and meetings were published in the following newspapers:

Los Angeles Times – Monday, May 18, 2009

Los Angeles Weekly – Friday, May 22, 2009

20 De Mayo – Saturday, May 23, 2009

Hollywood Independent – Thursday, May 28, 2009

Los Feliz Ledger – Thursday, May 28, 2009

Figure 3-1. NOA/NOI



PUBLIC NOTICE



Notice of Availability of Environmental Document, Notice of Intent to Adopt a Mitigated Negative Declaration, and Announcement of Community Meetings for State Route 2 Freeway Terminus Improvement Project



WHAT IS BEING PLANNED	The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with the California Department of Transportation (Caltrans) and City of Los Angeles Department of Transportation (LADOT), propose to modify the southern Terminus of State Route 2 (SR-2) from Brandon Street (PM 13.5) to Oak Glen Place (PM 15.0) in the City and County of Los Angeles. The purpose of the project is to better manage traffic flow at the terminus, enhance vehicular and pedestrian mobility and safety in the vicinity of the SR-2 terminus, and develop a freeway terminus design that is compatible with existing residential and commercial uses in the immediate vicinity.
WHY THIS AD	Metro and Caltrans have studied the effects this project may have on the environment. The results of the studies are detailed in an Initial Study/Environmental Assessment (IS/EA). This notice is to advise of the availability of this document for review and comment and to announce the dates and locations of the public hearing and public information meetings that will be held on the document and project. The public hearing will be held on Tuesday, June 16, 2009 from 6:30 p.m. to 8:30 p.m. at Mayberry Elementary School (2414 Mayberry Street, Los Angeles, 90026). The two public information meetings on the proposed project will be held on Tuesday, June 9, 2009 at Mayberry Elementary School (2414 Mayberry Street, Los Angeles, 90026) and on Thursday, June 11, 2009 at Barlow Hospital (2000 Stadium Way, Los Angeles, 90026) from 6:30 p.m. to 8:30 p.m. This notice also serves as notification that the project-level conformity analysis shows that the project will conform with the State Implementation Plan, including localized impact analysis for carbon monoxide (CO) and particulate matter (PM10 and PM2.5) required by 40 CFR 93.116 and 93.123. This project is not considered a Project of Air Quality Concern regarding particulate matter (PM10 and PM2.5) as defined in 40 CFR 93.123(b)(1). A detailed PM10 and PM2.5 hot-spot analysis was not completed because Clean Air Act and 40 CFR 93.116 requirements are met without an explicit hot-spot analysis. Comment is requested regarding the project-level conformity analysis.
WHAT IS AVAILABLE	The IS/EA is available for review at Metro's Headquarters (One Gateway Plaza, Los Angeles, CA 90012) and Caltrans District 7 Offices (100 S. Main Street, Los Angeles, CA 90012) on weekdays from 8:00 a.m. to 4:00 p.m. To view an electronic copy of the document, go to http://www.dot.ca.gov/dist07/ . In addition, the IS/EA is available at the following repositories: Edendale Branch Library (2011 W. Sunset Boulevard, Los Angeles, 90026), Atwater Village Branch Library (3379 Glendale Boulevard, Los Angeles, 90039), and Echo Park Branch Library (1410 W. Temple Street, Los Angeles, 90026).
WHERE YOU COME IN	You can review the IS/EA and attend the public meetings. If you have any comments about the project, please submit them to Irv Taylor, One Gateway Plaza, Mail Stop 99-22-2, Los Angeles, CA 90012-2952 or e-mail them to taylori@metro.net . Your comments should be received no later than July 2, 2009 .
CONTACT	For information about this project call Irv Taylor at Metro at (213) 922-2954.
SPECIAL ACCOMMODATIONS	Under the Americans with Disabilities Act of 1990, Caltrans and Metro will provide reasonable accommodations such as an American Sign Interpreter, accessible seating, and documentation in alternate formats to individuals with disabilities. To obtain such services, please contact Yesenia Arias at (909) 627-2974 at least 10 days before the meeting date. TDD users may contact the California Relay Service TDD line at 1-800-735-2929 or the Caltrans District 7 TTY at (213) 897-4937.

The Draft IS/EA was circulated for public and agency review for a period of 45 days from May 18, 2009 to July 2, 2009 and was available for review at the following locations and was published online at www.metro.net.

Metro's Headquarters
One Gateway Plaza
Los Angeles, CA 90012

Caltrans District 7 Offices
100 S. Main Street
Los Angeles, CA 90012

Edendale Branch Library
2011 W. Sunset Boulevard
Los Angeles, 90026

Atwater Village Branch Library
3379 Glendale Boulevard
Los Angeles, 90039

Echo Park Branch Library
1410 W. Temple Street
Los Angeles, 90026

During the 45-day public review period for the Draft IS/EA a public hearing was held on the Draft IS/EA on June 16, 2009 at Mayberry Elementary School in the City of Los Angeles. Two additional information meetings were also held during the 45-day review period on June 9, 2009 at Mayberry Elementary School and June 11, 2009 at Barlow Hospital in the City of Los Angeles. The format of the meetings and hearing included an open forum/workshop, followed by a formal presentation by representatives from the Project Development Team, which was then followed by a question and answer period. Transcripts of the public hearing and information meetings are provided in Appendix H of this Final IS/EA.

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Chapter 5. Distribution List

The Draft IS/EA was distributed to the federal, state, local, and regional agencies and utility providers listed on the following pages. In addition, property owners or community members listed on the following pages that would be either affected directly by the project or have expressed interest in the project were provided with the document's Notice of Availability/Notice of Intent and/or a copy of the IS/EA.

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APPENDICES

Appendix A: CEQA Environmental Checklist

CEQA Environmental Checklist

07-LA-SR-2

13.5/15.2

205500

Dist.-Co.-Rte

P.M./P.M.

E.A.

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
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III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IV. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
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V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

VI. 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? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact Less than Significant with Mitigation Less than Significant Impact No Impact

VII. GREENHOUSE GAS EMISSIONS: Would the project:	
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	An assessment of the greenhouse gas emissions and climate change is included in the body of environmental document. While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the body of the environmental document.
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. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact Less than Significant with Mitigation Less than Significant Impact No Impact

IX. HYDROLOGY AND WATER QUALITY. Would the project:				
	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

X. LAND USE AND PLANNING. Would the project:				
	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
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XI. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XII. 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIII. 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
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XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XV. RECREATION.				
a) Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e. g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact Less than Significant with Mitigation Less than Significant Impact No Impact

XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Appendix B: Resources Evaluated Relative to the Requirements of Section 4(f)

Resources Evaluated Relative to the Requirements of Section 4(f)

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 USC 327.

This section of the document discusses parks, recreational facilities, wildlife refuges and historic properties found within or adjacent to the project area that do not trigger Section 4(f) protection either because: 1) they are not publicly owned, 2) they are not open to the public, 3) they are not eligible historic properties, 4) the project does not permanently use the property and does not hinder the preservation of the property, or 5) the proximity impacts do not result in constructive use.

The Historic Property Survey Report (HPSR) prepared for this project concluded that there are no historic properties present within the project's Area of Potential Effects that are listed on or determined eligible for listing on the National Register of Historic Places. Therefore, the provisions of Section 4(f) are not triggered.

One existing public park, Tommy Lasorda Field of Dreams is present in the project vicinity. No other public parks are planned within or adjacent to the disturbance limits of the proposed project. The preferred alternative, Alternative F – Hybrid Alternative, would not require any permanent use (acquisition) of the Tommy Lasorda Field of Dreams. The Tommy Lasorda Field of Dreams would continue to function as a recreational area under Alternative F and the other build alternatives, Alternatives A through E. The types of athletic activities (baseball, softball games, etc.) that take place at the field do not require quiet surroundings. No substantial adverse noise impacts to park users were identified and no sound walls are proposed in the vicinity of the field. Further, the preferred alternative, Alternative F, would not have aesthetic effects that would substantially impair the protected activities, features, and attributes that qualify this resource for protection under Section 4(f). This alternative would also not affect access to the Tommy Lasorda Field of Dreams. Additionally, no temporary construction easements from Tommy Lasorda Field of Dreams is anticipated under Alternative F. As such, no adverse effects to parks and no use of Section 4(f) park resources in the project area would occur as a result of Alternative F. Since the preferred alternative, Alternative F, would not result in "use" of this park property, the provisions of Section 4(f) are not triggered.

The other build alternatives, Alternatives A through E, would also not result in adverse operational effects on existing park and recreational areas including the Tommy Lasorda Field of Dreams and no use of Section 4(f) park resources would occur. Additionally, the preferred alternative, Alternative F, and build Alternatives B through E, would provide the potential for additional pedestrian accessible open space and green recreation areas. Therefore, these alternatives would have a potential beneficial effect on parks and recreational resources. Alternatives D and E would provide the greatest potential for open space among the build alternatives by eliminating the flyover and retaining the bridge.

There are no wildlife or waterfowl refuges within or immediately adjacent to the disturbance limits of the proposed project. Therefore, the provisions of Section 4(f) are not triggered.

Appendix C: Title VI Policy Statement

Title VI Policy Statement

The proposed project has been developed in accordance with Title VI of the Civil Rights Act of 1964, which provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. In addition, the project has been developed in conformity with related statutes and regulations mandating that no person in the State of California shall on grounds of race, color, sex, age, national origin, or disabling condition, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered by or on the behalf of the California Department of Transportation.

Appendix D: Minimization and/or Mitigation Summary

ENVIRONMENTAL COMMITMENT RECORD

Terminus Improvement

District 7- LA-02 Post Miles 13.5/15.0

EA 205500

MITIGATION MEASURE NO./AVOIDANCE MEASURE	AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES	RESPONSIBLE PARTY/MONITOR	TIMING/PHASE	TASK COMPLETED (sign and date)	COMMITMENT SOURCE	COMMENTS
COMMUNITY IMPACTS						
C-1	A Traffic Management Plan (TMP) shall be prepared to prevent unreasonable traffic delays and impacts. The TMP shall be developed in consultation with the City, Caltrans, and the County and shall be provided, along with construction plans, to City police and fire departments prior to commencement of construction activities. The information provided should include access and traffic management plans detailing any projected temporary street closures or expected traffic delays due to construction vehicles using the roadways. The following elements will be a major component in the specific TMP:	TMP Eng./RE/RE (Engineer)/ Public Affairs/PM	Pre and during construction		Caltrans Protocol	

MITIGATION MEASURE NO./AVOIDANCE MEASURE	AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES	RESPONSIBLE PARTY/MONITOR	TIMING/PHASE	TASK COMPLETED (sign and date)	COMMITMENT SOURCE	COMMENTS
	<ul style="list-style-type: none"> • public awareness campaign particularly related to the scheduling of work; • construction zone enforcement enhancement program (COZEEP); • utilization of portable changeable message signs (PCMS); • advance information signing pertaining to date, time and durations of lanes and road closures; • temporary detour plans, if needed, as well as construction plans, which will be prepared during the plans, specifications, and estimates (PS&E) phase (note: no detours are anticipated at this time); and • notification sent to LAUSD and St. Teresa of Avila School at least two weeks in advance of any planned street closures (including partial and/or full closures) or traffic diversions. 					

MITIGATION MEASURE NO./AVOIDANCE MEASURE	AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES	RESPONSIBLE PARTY/MONITOR	TIMING/PHASE	TASK COMPLETED (sign and date)	COMMITMENT SOURCE	COMMENTS
ENVIRONMENTAL JUSTICE IMPACT						
Avoidance Measure	Efforts will continue to be made to ensure meaningful opportunities for public participation during the project planning and development process. This may include, but not necessarily be limited to, additional community meetings, informational mailings, a project website, and news releases to local media. The community outreach and public involvement programs for the project will seek to actively and effectively engage the affected community and include mechanisms to reduce cultural, language, and economic barriers to participation.	Public Affairs/PM	Pre and during construction		Caltrans Protocol	
VISUAL						
V-1	The project shall be designed in accordance with Caltrans' Highway Design Manual and the 2007 Project Development Manual. The proposed SR-2 improvements shall be designed to be in keeping with the local design context in which the work is	RE/Landscape Architecture	Design/ Construction		VIA/Scenic Resource Evaluation, Context Sensitive Solutions	

MITIGATION MEASURE NO./AVOIDANCE MEASURE	AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES	RESPONSIBLE PARTY/MONITOR	TIMING/PHASE	TASK COMPLETED (sign and date)	COMMITMENT SOURCE	COMMENTS
	proposed, with input from local governmental agencies. Aesthetic treatments to retaining wall gore paving, overpass structures (i.e., vines, colored textured paving, etc.), and, if proposed, extensive landscape screening of soundwalls utilizing a combination of vines, replacement trees and shrubbery, shall be provided.					
V-2	To avoid adverse effects to sensitive viewer groups that could result from installation of one or more electronic message board signs, sightline studies shall be conducted and sign locations identified that would minimize adverse effects to key views of mountain ridgelines while meeting traffic safety and informational requirements.	RE/RE	Design/ Construction		VIA/Scenic Resource Evaluation	
CULTURAL RESOURCES						
A-1	If buried cultural resources are encountered during construction, work in that area must halt and all earth-moving activity within and around the immediate discovery area shall be diverted until a	RE/Cultural	Construction		Caltrans Protocol	

MITIGATION MEASURE NO./AVOIDANCE MEASURE	AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES	RESPONSIBLE PARTY/MONITOR	TIMING/PHASE	TASK COMPLETED (sign and date)	COMMITMENT SOURCE	COMMENTS
	<p>qualified archaeologist can evaluate the nature and significance of the find.</p> <p>If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the county coroner shall be contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify NAHC, which will then notify the Most Likely Descendent (MLD). The person who discovered the remains shall contact the Caltrans District 7, Environmental Division, Cultural Studies Branch, and work with the MLD to determine the most respectful treatment of the remains. Further provisions of Public Resources Code 5097.98 are to be followed as applicable.</p>					

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WATER QUALITY						
WQ-1	<p>As part of compliance with conditions of the NPDES General Construction Permit, the City and/or its contractors shall implement a SWPPP to ensure no considerable impacts on water quality will occur during construction. The SWPPP will identify best management practices (BMPs) to maintain water quality. BMPs may consist of a wide variety of measures taken to reduce pollutants in stormwater and other nonpoint-source runoff. Measures range from source control, such as reduced surface disturbance, to treatment of polluted runoff, such as detention or retention basins. BMPs to be implemented as part of compliance with conditions of the NPDES General Construction Permit may include but are not limited to the following measures: temporary erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary</p>	RE/Storm Water	Between preconstruction and start of construction		Title 8, California Code of Regulations, Section 1532.1	<p>--Submit for review a copy of the Excavation and Transportation Plan to Construction Stormwater between the preconstruction meeting and start of work and prior to payment or approval.</p> <p>--Implement any air, soil, or hazardous waste sampling plans required by the contractor's lead plan and SSPs.</p>

MITIGATION MEASURE NO./AVOIDANCE MEASURE	AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES	RESPONSIBLE PARTY/MONITOR	TIMING/PHASE	TASK COMPLETED (sign and date)	COMMITMENT SOURCE	COMMENTS
	<p>revegetation or other ground cover) will be employed to control erosion from disturbed areas; drainage facilities in downstream off-site areas will be protected from sediment using BMPs acceptable to the RWQCB; and grass or other vegetative cover will be established on the construction site as soon as possible after disturbance.</p>					
WQ-2	<p>The implementation of a Hazardous Spill Prevention and Control Program is required as part of compliance with the NPDES General Construction Permit. The City and/or its contractors shall develop and implement a spill prevention and control program to minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during construction activities. The plan shall be completed before any construction activities begin and include provisions for preventing, containing, and reporting spills of hazardous materials.</p>	RE/RE	Construction		DTSC	<p>The RE can obtain the temporary EPA identification number by contacting DTSC.</p>

MITIGATION MEASURE NO./AVOIDANCE MEASURE	AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES	RESPONSIBLE PARTY/MONITOR	TIMING/PHASE	TASK COMPLETED (sign and date)	COMMITMENT SOURCE	COMMENTS
WQ-3	<p>The implementation of measures to minimize water quality impacts on impaired water bodies, such as the Los Angeles River, are required as part of compliance with the Los Angeles County NPDES municipal stormwater permit. Because the project may be considered a redevelopment project, the City shall develop a Site-Specific Mitigation Plan. This mitigation plan shall follow Development Planning Program guidelines established in the <i>Manual for the Standard Urban Stormwater Mitigation Plan</i>. The Site-Specific Mitigation Plan shall be submitted to the City of Los Angeles Watershed Protection Division for approval. Incorporation of stormwater source control measures, site design principals, and treatment control measures shall be included in the design of the project. BMPs incorporated into the project design may include but are not limited to the following:</p>	RE/RE	Construction		DTSC	Same as above.

MITIGATION MEASURE NO./AVOIDANCE MEASURE	AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES	RESPONSIBLE PARTY/MONITOR	TIMING/PHASE	TASK COMPLETED (sign and date)	COMMITMENT SOURCE	COMMENTS
	<ul style="list-style-type: none"> • storm drain system stenciling and signage at storm drain inlets; • installation of devices to reduce the velocity or energy of water at storm drain outlets; • reducing the width of sidewalks and incorporating landscaped buffer areas between sidewalks and streets; • installation of a dry detention basin(s) to decrease runoff during storm events, prevent flooding, and allow for off-peak discharge; • installation of an infiltration trench to decrease runoff during storm events, prevent flooding, and allow for off-peak discharge; and • installation of vegetated strips, high infiltration substrates, and vegetated swales where feasible throughout the project site to reduce runoff and provide initial stormwater treatment. 					

MITIGATION MEASURE NO./AVOIDANCE MEASURE	AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES	RESPONSIBLE PARTY/MONITOR	TIMING/PHASE	TASK COMPLETED (sign and date)	COMMITMENT SOURCE	COMMENTS
WQ-4	<p>Because the proposed project would encroach into State right-of-way, the project proponent shall conduct the following:</p> <ul style="list-style-type: none"> • Construction-related water quality impacts shall be minimized according to the <i>Storm Water Quality Handbook: Project Planning and Design Guide (PPDG)</i>. The Project Engineer shall complete Appendix C (Selection of Construction Site BMPs) and Appendix F (Cost Estimate of the Construction Site BMPs). The Caltrans District 7 Construction Storm Water Coordinator would approve completion of the PPDG requirements. • The Project Engineer shall prepare a Storm Water Data Report (Caltrans 2007b) and provide a copy to the Caltrans District 7 Storm Water NPDES Coordinator for review 	RE/Contractor	Construction		Caltrans Protocol	

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	<p>and comment. The Storm Water Data Report shall:</p> <ul style="list-style-type: none"> ○ Identify potential storm water quality requirements and pollutants of concern for specific water bodies; ○ Ensure that the planned project includes sufficient right-of-way and budget for required storm water controls according to Appendix F, Section F.6 of the PPDG; ○ Identify project-specific permanent and temporary BMPs that may be required to mitigate impacts. Permanent BMPs (including design pollution prevention and treatment BMPs) must be implemented to the maximum extent practicable and to the extent that implementation is consistent with existing Caltrans policies; 					

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	<ul style="list-style-type: none"> The Project Engineer shall comply with District 7 Directive No. DD31 and DD81 (Caltrans 2005a and 2005b, respectively). 					
TRAFFIC AND TRANSPORTATION						
T-1	<p>A Traffic Management Plan (TMP) shall be prepared by the project proponent to prevent unreasonable traffic delays and impacts. The TMP shall be developed in consultation with the City, Caltrans, and the County and shall be provided, along with construction plans, to City police and fire departments prior to commencement of construction activities. The information provided should include access and traffic management plans detailing any projected temporary street closures or expected traffic delays due to construction vehicles using the roadways. The following elements will be a major component in the specific TMP:</p>	<p>TMP Eng./RE/RE (Engineer)/ Public Affairs/PM</p>	<p>Construction</p>		<p>Caltrans Protocol</p>	

MITIGATION MEASURE NO./AVOIDANCE MEASURE	AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES	RESPONSIBLE PARTY/MONITOR	TIMING/PHASE	TASK COMPLETED (sign and date)	COMMITMENT SOURCE	COMMENTS
	<ul style="list-style-type: none"> • public awareness campaign particularly related to the scheduling of work; • construction zone enforcement enhancement program (COZEEP); • utilization of portable changeable message signs (PCMS); • advance information signing pertaining to date, time and durations of lanes and road closures; • temporary detour plans, if needed, as well as construction plans, which will be prepared during the plans, specifications, and estimates (PS&E) phase (note: no detours are anticipated at this time); and • notification sent to LAUSD and St. Teresa of Avila School at least two weeks in advance of any planned street closures (including partial and/or full closures) or traffic diversions. 					

MITIGATION MEASURE NO./AVOIDANCE MEASURE	AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES	RESPONSIBLE PARTY/MONITOR	TIMING/PHASE	TASK COMPLETED (sign and date)	COMMITMENT SOURCE	COMMENTS
GEOLOGY						
GEO-1	Geologic and seismic hazards shall be avoided or minimized by employing sound engineering practice in the design and construction of the proposed project.	RE	Design/construction		Caltrans Protocol	
GEO-2	Because of the potential for distant seismic ground shaking and soil liquefaction, design and construction of the proposed project shall conform to all applicable provisions and guidelines set forth by Caltrans regarding earthquake safety design. With implementation of standard grading controls and structure design measures to address seismic and geologic conditions, project geologic and soil-related impacts will be mitigated. Appropriate geotechnical soil tests from project site assessment borings shall be performed and reviewed to evaluate whether potentially expansive and/or liquefaction soil conditions are present, in accordance with Table 18-	RE	Construction		Caltrans Protocol	

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	<p>1-B of the 2001 California Building Code (CBC). The applicant shall comply with all requirements of the CBC and Caltrans' building/design codes governing the proposed terminus improvements. A site grading plan shall be submitted for review and acceptance by the City before grading permits are issued. The grading plan shall be accompanied by a soils report prepared in accordance with the Guidelines for Geotechnical and Geological Reports in the City of Los Angeles and Caltrans guidelines and signed by a California Registered Civil Engineer and/or a California Registered Geologist.</p>					
GEO-3	<p>Project alternatives that require relocation of retaining walls and/or regrading of slopes shall require a slope stability evaluation, which will include site-specific recommendations for mitigating potential slope stability issues.</p>	RE	Construction			

MITIGATION MEASURE NO./AVOIDANCE MEASURE	AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES	RESPONSIBLE PARTY/MONITOR	TIMING/PHASE	TASK COMPLETED (sign and date)	COMMITMENT SOURCE	COMMENTS
PALEONTOLOGY						
P-1	If project plans change to include unsurveyed areas or if buried paleontological resources are encountered during construction, work must halt until a qualified paleontologist can evaluate the nature and significance of the find. If required, recovery of significant paleontological deposits shall occur using standard paleontological techniques, including, but not limited to, manual or mechanical excavations, monitoring, soil testing, photography, mapping, or drawing to adequately recover the scientifically consequential information from and about the paleontological resource.	RE/Cultural	Construction		Caltrans Protocol	
HAZARDOUS MATERIALS						
HM-1	Prior to project construction, a thorough review of current environmental records shall be conducted and a site-specific inspection shall be performed to verify the environmental status of the site. Results of the record	Hazardous Waste Consultant/RE	Pre-Construction		ISA	

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	<p>review or visual inspection that indicate environmental contamination may be present at the property shall cause low potential sites to be reevaluated in further detail to confirm presence or absence of off-site contamination.</p> <p>Additionally, low potential sites shall be reevaluated if the location of potential ground disturbance varies from previous construction parameters and brings ground disturbance closer to hazardous material sites. A qualified and approved environmental consultant (California registered geologist, environmental assessor, or civil engineer experienced in environmental assessments acceptable to Metro/Caltrans) shall perform the review and evaluation, and the results reviewed and approved by the appropriate County Health Department or DTSC prior to construction.</p>					

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HM-2	<p>During excavation and ground disturbance for project construction, the contractor shall observe the exposed soil for visual evidence of contamination. If visual contamination indicators are observed during construction, the contractor shall stop work until the material is properly characterized and appropriate measures are taken to protect human health and the environment. The contractor shall comply with all local, State, and federal requirements for sampling and testing, and subsequent removal, transport, and disposal of hazardous materials. Additionally, In the event that evidence of contamination is observed, the contractor shall document the exact location of the contamination and shall immediately notify the Caltrans and/or the MTA, as appropriate, describing proposed actions.</p>	Contractor/RE	Construction		ISA	

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HM-3	The presence of aerially deposited lead contaminated soil must be confirmed before or during the design phase of the project to develop proper plans to reuse the affected soil within the project limits. The aerial lead site investigation study and report must conform to the requirements of Caltrans and DTSC. The aerial lead study shall require subsurface soil sampling and laboratory testing using the DI-WET and Toxicity Characteristic Leaching Procedure (TCLP) methods for lead, soluble lead, and soil pH within existing unpaved areas that will be disturbed or regraded for the project.	Consultant/RE	Final Design		Caltrans Protocol	
HM-4	A survey of buildings, structures, and pavement areas to be removed or demolished shall be conducted to assess the presence and extent of asbestos, lead, and chromium containing materials. This study should be conducted prior to final project design by a qualified and approved environmental specialist. The	Consultant/RE	Pre-construction		ISA	

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	<p>investigation shall include collecting samples for laboratory analysis and quantification of contaminant levels within the buildings and structures proposed for demolition, and in pavement disturbance areas. Based on these findings appropriate measures for handling, removal, and disposal of these materials can be developed. Regulatory agencies for the State of California and County of Los Angeles should be contacted to plan handling, treatment, and/or disposal options. To reduce the potential exposure of workers or the public to toxic levels of lead or inadvertent contamination from paint residue due to removal of old yellow paint markings and yellow thermoplastic striping with high lead concentrations, Caltrans Standard Special Provisions 15-301 and 14-001 shall be implemented.</p>					

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AIR QUALITY						
AQ-1	The project shall conform to Caltrans' construction requirements, as specified in Caltrans' Standard Specifications, Section 7-1.01F (Air Pollution Control): "The contractor shall comply with all air pollution control ordinances and statutes that apply to any work performed pursuant to the contract, including any air pollution control rules, regulations, ordinances, and statutes specified in Section 11017 of the Government Code." Implementation of said control measures would avoid and/or minimize any construction exhaust emissions-related impacts on air quality.	RE/RE	Construction		California Department of Transportation	
AQ-2	The owner or operator of any construction/ demolition equipment shall implement all applicable control measures specified in SCAQMD Rule 403. A summary of control measures is provided below: <ul style="list-style-type: none"> • use periodic watering for short-term stabilization of 	RE/Contractor	Construction		AQMD, California Department of Transportation	

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	<p>disturbed surface areas to minimize visible fugitive dust emissions. For purposes of this rule, use of a water truck to moisten disturbed surfaces and actively spread water during visible dusting episodes shall be considered sufficient to maintain compliance;</p> <ul style="list-style-type: none"> • take actions sufficient to prevent project-related trackout onto paved surfaces; • cover loaded haul vehicles while operating on publicly maintained paved surfaces; • stabilize graded site surfaces upon completion of grading when subsequent development is delayed or expected to be delayed more than 30 days, except when such a delay is due to precipitation that dampens the disturbed surface sufficiently to eliminate visible fugitive dust emissions; 					

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	<ul style="list-style-type: none"> • clean up project-related trackout or spills on publicly maintained paved surfaces within 24 hours; and • reduce nonessential earth-moving activity under high wind conditions. For purposes of this rule, a reduction in earth-moving activity when visible dusting occurs from moist and dry surfaces due to wind erosion shall be considered sufficient to maintain compliance. 					
NOISE						
N-1	The contractor shall comply with all appropriate provisions of the City of Los Angeles Municipal Code, including restrictions on hours of operation (i.e., 7:00 a.m. to 9:00 p.m. on weekdays, 8:00 a.m. to 6:00 p.m. on Saturdays, and at no time on Sundays). In the event it becomes necessary for construction activities to occur outside these hours, a variance shall be obtained.	Design/RE	Design/Construction		Noise Study	

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N-2	Maintenance yards, batch plants, haul roads, and other construction-oriented operations shall be placed at locations that would be the least disruptive to the community.	RE/Construction	Construction		Standard Specifications/ED	
N-3	Community meetings should be held to explain the construction work, the time involved, and the control measures being taken to reduce impacts.	RE/Construction	Construction		Standard Specifications/ED	
N-4	The timing and duration of construction activities shall be scheduled to minimize noise impacts at noise-sensitive locations.	RE/Construction	Construction		Standard Specifications/ED	
N-5	As practicable, noise-attenuating “jackets” or portable noise screens shall be used to provide shielding for pavement breaking, jack hammering, or similar activities when work is close to noise-sensitive areas.					
N-6	The contractor shall comply with Caltrans’ Standard Specifications 7-1.011 (July 1999), <i>Sound Control Requirements</i> . The contractor shall comply with all local sound-control and noise-level rules, regulations, and ordinances, which apply to					

MITIGATION MEASURE NO./AVOIDANCE MEASURE	AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES	RESPONSIBLE PARTY/MONITOR	TIMING/PHASE	TASK COMPLETED (sign and date)	COMMITMENT SOURCE	COMMENTS
	any work performed pursuant to the contract. Each internal combustion engine used for any purpose on the job or related to the job shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the project without said muffler.					
BIOLOGICAL ENVIRONMENT						
PS-1	<p>All trees within City jurisdiction or that are removed shall be replaced by the project proponent, Metro, in accordance with applicable City regulations and guidelines as follows:</p> <ul style="list-style-type: none"> • Mark and replace all native trees with greater than a 1-inch diameter at breast height (dbh) (4.5 feet above surrounding grade) with the same species at a 2:1 ratio. Source materials should be of the same subspecies and/or variety locally present and from seeds or cuttings gathered within coastal southern California to ensure local provenance. 	RE/BIO	Construction		NES	

MITIGATION MEASURE NO./AVOIDANCE MEASURE	AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES	RESPONSIBLE PARTY/MONITOR	TIMING/PHASE	TASK COMPLETED (sign and date)	COMMITMENT SOURCE	COMMENTS
	<ul style="list-style-type: none"> • Mark and replace all nonnative trees with greater than a 1-inch dbh (4.5 feet above surrounding grade) with native trees of appropriate local climate tolerance at a 2:1 ratio. Source materials should be from seeds or cuttings gathered within coastal southern California to ensure local provenance. • All removed trees greater than 20 feet in height or 8 inches dbh (4.5 feet above surrounding grade) should be replaced with the same species (if native) or a suitable native tree of appropriate local climate tolerance on a 2:1 basis. Source materials should be from seeds or cuttings gathered within coastal southern California to ensure local provenance. • Trees within the Caltrans ROW that are removed during construction, shall be replaces in accordance with Caltrans regulations and guidelines as listed in Landscape Architect PS&E Guide of 2008. 					

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AS-1	To avoid impacts on birds prohibited under the MBTA and similar state statutes, one of the following measures shall be implemented by the City: (1) No ground disturbance, site clearing, or removal of any potential nesting habitat shall take place within the typical breeding/nesting season for birds (January 15 to August 30) or (2) prior to any ground-disturbing activities, a qualified biologist shall conduct surveys for nesting birds (including raptors). The surveys shall occur a minimum of 3 days prior to the clearing, removal, or trimming of any vegetation. Surveys shall include areas within 200 feet of the edge of the project boundary (as legally accessible) and the entire project site. If active nests are found, a 150-foot (minimum) temporary fence barrier shall be erected around the nest site. A 500-foot barrier shall be required for any raptor nesting site. No	RE/BIO	Install any required ESA fence as a first order of work.		NES	

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	habitat removal or any other work shall be allowed to occur within the fenced nest zone until a qualified biologist confirms that nesting is no longer active and/or the young have fledged and left the nest.					
IS-1	Construction equipment will be cleaned of mud or other debris that may contain invasive plants and/or seeds and inspected to reduce the potential for spreading noxious weeds before arriving at the site and before leaving the site during the course of construction.	RE/BIO	Construction		NES	
IS-2	All targeted vegetative material will be immediately removed from the project area. This includes small cuttings, leaves, branches, leaves, seeds, and vegetative litter.	RE/BIO	Pre-Construction		NES	
IS-3	Trucks with loads carrying vegetation shall be covered, and vegetative material removed from the site shall be disposed of in accordance with applicable laws and regulations.	RE/BIO	Construction		NES	

MITIGATION MEASURE NO./AVOIDANCE MEASURE	AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES	RESPONSIBLE PARTY/MONITOR	TIMING/PHASE	TASK COMPLETED (sign and date)	COMMITMENT SOURCE	COMMENTS
IS-4	All disturbed ground that remains as open space post-construction will be hydroseeded with a seed mix restricted to local natives to promote recolonization and reduce the risk of providing optimal conditions for invasive species. Any landscaping within the BSA will use native species.	RE/BIO	Post-Construction		NES	

Appendix E: Community Outreach Newspaper Notices

ARTS & ENTERTAINMENT

amounts to only a few minutes of screen time, their interaction is the foundation of the film's plot. Goodman said his Scottish co-star, who is best known for

That really scared me about it, whether that would work or not, because I really do love this movie."

State Route (SR-2) Freeway Terminus Improvement Project

You are invited to participate in Scoping and Informational Meetings

April 11, 6-8pm
St. Teresa of Avila Church
2215 Fargo Street
Silver Lake, CA 90039

April 19, 2-4pm
Los Angeles County
Metro
Windsor Room - 15th Floor
One Gateway Plaza
Los Angeles, CA 90012

April 20, 6-8pm
Barlow Hospital
Williams Hall
2000 Stadium Way
Elysian Park, 90026

Join us and learn more about:

- Environmental Study process
- Metro & Community Design Alternatives
- Safety & Pedestrian Enhancements

For more information, please visit the project website at www.metro.net, or call the project helpline at 213.922.3010.



High School Jazz Band Competition - Luckman

April 15, 2006 - 7pm - 11pm

Proceeds from this event will go directly to high school music programs throughout Southern California

april 15

Tickets available at:

Luckman Fine Arts Complex Box Office
www.luckmanarts.org or (323) 343-6600

or Ticketmaster

www.ticketmaster.com or (213) 365-3500 or (714) 740-7878

Free Concert - Hollywood & Highland

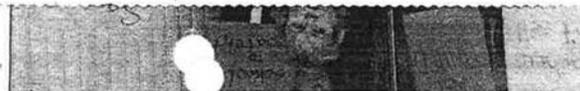
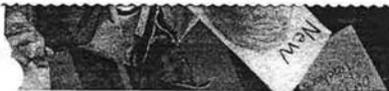
April 30, 2006 - 1pm

april 30

This event is free to the public and will be held at Hollywood & Highland's Central Courtyard.



for more information, visit www.kkjj.org or call 562-985-5566



order the pe
crease and put off this
act,"
contends
"until next year."
The tensio
rough about by this
has
year's negotiatio
was illuminated in a

2010, she will work her way to be the first ad-interim prime minister of the so-called parliament. So if this happens, Speaker De Venecia, who has been ruling for decades to become head of the banana republic, and himself consigned to the can.

But then many are already questioning the legality of this nation.

In the Defensor-Santiago case (270 U.S. 106), the Supreme Court held that this kind of law's initiative to amend the charter is unconstitutional. In this initiative, it is even backed by an enabling law that Congress enacted (RA 6735). Yet, the court held that "an enabling law must specify the processes of the initiative which said law is intended to fully provide for the implementation of the initiative." So how much more is "Malacanang's initiative," which has no enabling law from Congress as to the processes of implementation for the people to exercise that power or initiative, where be?

In speaking of the processes of implementation of an initiative of this nature, it's funny, if not interesting, watching the TV interviews of those Filipinos who affix their signatures on the initia-

tive. They were asked if they knew what they were signing about, its purpose, importance and benefit that could bring into their miserable life. The blanket response was: "Hindi ho namin alam lahat iyan, basta po pinapirma lamang kami." Others responded to the question why they signed as: "Kasi po, sumusunod lang po kami

sa mga nagsipirma."

And when all of them were questioned if the government people soliciting their signatures explained to them the purpose and reason for this initiative, their blanket response again was: "Hindi po, wala po silang sinasabi na paliwanag sa amin."

So there you go. This is what

the administration people call "the new expression of people's power." Anyway, the Senate, as a body, dampened the whole initiative last Wednesday. And the opposition, together with several legal organizations, have already petitioned the Supreme Court to declare the initiative as unconstitutional. (AJ)

State Route (SR-2) Freeway Terminus Improvement Project

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April 20, 6-8pm
Barlow Hospital
Williams Hall
2000 Stadium Way
Elysian Park, 90026

Join us and learn more about:

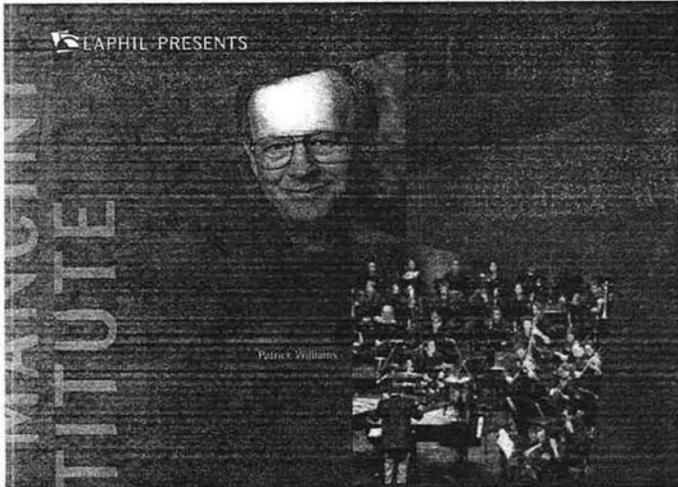
- Environmental Study process
- Metro & Community Design Alternatives
- Safety & Pedestrian Enhancements

For more information, please visit the project website at www.metro.net, or call the project helpline at 213.922.3010.



We're Moving.

Effective April 3, 2006, Bander Law Firm will be moving to a new location at 1055 W. 7th Street, Suite 1950 Los Angeles, CA 90017.



CULTURE OF CONFESSION

CTURE: Thursday, April 13, 7:30pm, FREE

CAUTION: Otis Forum, Ahmanson Building, Goldsmith Campus
 ating is limited and first come, first served
 e Parking and Admission
) 665-6905, www.otis.edu, galleryinfo@otis.edu

State Route (SR-2) Freeway Terminus Improvement Project

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 CALIFORNIA | 90028 | laweekly.com

a partnership between **experienceLA** & **LA WEEKLY**

APRIL 7-13, 2006 **LA WEEKLY 77**

PATRICIA HOWARD, JILL SATTler and KAREN WRIGHT, thru April 8, (626) 799-0826.
CONTEMPORARY FINE ART 300 S. Thomas St., Pomona, CHRIS ALLEC and JAY REED: Making Links; thru May 6. Reception Sat., April 8, 6-9 p.m. (909) 397-0218.
FIRST STREET GALLERY ART CENTER 250 W. First St., Suite 120, Claremont. SPRING group show with works from gallery and Terra del Sol artists; thru May 19. (909) 626-5455.
FOCUS ONE GALLERY 404 E. Huntington Dr., Montrovia. Sheep of Fools, drawings; thru May 7. (310) 915-0346.
O.E.D., 2622 S. La Cienega Blvd., L.A. ROWENA DRING: A Place Overtones 11306 Venice Blvd., L.A. SUE COE and AMY ROSS: thru April 15. (310) 665-6905.
DEBORAH BROWN, KELLY HEATON, IERON DE VRIES and others: Blvd. L.A. FROM THE ISLAND OF MISFIT TOYS, group show with **OTIS COLLEGE BEN WALTZ GALLERY** 9045 Lincoln video; thru May 13. (323) 939-3177.
MC 6086 Comey Ave., L.A. COCO FUSCO: Operation Atropos, Exploration in the Domain of Idiocy; thru April 15. (310) 559-1111.

If the answer is YES...

from a burning house

algunos activistas pol-
ser cubanos! Nos, y hasta de intereses
sienten, aunque prnómicos, que usen la
la Patria de Martí ndición humana del tra-
jador ilegal para fines
rticulares. Para nadie
¡Nos habremc un secreto que existen
y nos seguiremórupaciones ideológicas
les molesten es iltradas en las manifes-
ciones. Y sí estos acti-
tiendan". Graestas alineados tienen o-
TRITICA CUBAs motivaciones inclui-
QUE LA INTEGas en una lucha que es
TEGRAN y la cstificable, lo único que
se ha mantenidstán logrando es dañar la
se mantendráausa de los trabajadores,
LUCHA POR tropellando los mismos
MANTENDRA Lerechos que las manifes-
aciones pretender defen-
libertad en uner.
pero CUBA SE Se han creado mitos y
e han exagerado infor-
naciones, que en nada
Debemos espnefician a los inmigran-
nuestra respoes. Uno de los mitos de los
LIBRE Y DEMideres de estas manifes-
aciones es pretender que
POR LA DEMos 12 millones de inmi-
VIVIR EN ELLgrantes sin documenta-
ción están amparados por
una sola bandera. De
hecho, los organizadores
de las protestas están
dañando la imagen de las
mismas, ofreciendo un tin-
te foráneo con el desplie-
gue de banderas extran-

State Route (SR-2) Freeway Terminus Improvement Project

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**Appendix F: California Office of Historic Preservation,
Department of Parks and Recreation, Concurrence Letter**

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov



January 27, 2009

Reply To: FHWA081229A

Gary Iverson
Chief, Cultural Resources Services
Department of Transportation
Division of Environmental Planning
100 S. Main Street, Suite 100
Los Angeles, CA 90012

Re: Determinations of Eligibility for the Proposed SR-2 Freeway Terminus Improvement Project, Los Angeles, CA

Dear Mr. Iverson:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

The California Department of Transportation is requesting my concurrence, pursuant to Stipulation VIII.C.5 of the PA, that the following properties are not eligible for inclusion on the National Register of Historic Places:

- Residence, 2219 Baxter Street, Los Angeles
- Duplex Residence, 2227-2229 Ewing Street, Los Angeles
- St. Teresa of Avila Rectory, 2216 Fargo Street, Los Angeles
- St. Teresa of Avila School, 2223 Fargo Street, Los Angeles
- St. Teresa of Avila Convent, 2213 Fargo Street, Los Angeles
- Commercial Building, 1840-1842 Glendale Boulevard, Los Angeles
- Commercial Building, 1855 Glendale Boulevard, Los Angeles
- Western Ukrainian Baptist Church, 2030 Glendale Boulevard, Los Angeles
- Residence, 2038 ½ Glendale Boulevard, Los Angeles
- St. Teresa of Avila Chapel, 2204 Fargo Street, Los Angeles

Based on my review of the submitted documentation, I concur.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist or Tristan Tozer of my staff at (916) 654-0631 (Natalie) or (916) 653-8920 (Tristan) or e-mail at nlindquist@parks.ca.gov and ttozer@parks.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Susan K Stratton for".

Milford Wayne Donaldson, FAIA
California State Historic Preservation Officer

Appendix G: List of Acronyms

Acronyms and Abbreviations

$\mu\text{g}/\text{m}^3$	micrograms per cubic meter
2000 Census	2000 U.S. Census of Population and Housing
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACOE	U.S. Army Corps of Engineers
ADA	Americans with Disabilities Act
amsl	above mean sea level
APE	area of potential effects
AQMP	Air Quality Management Plan
ARB	Air Resources Board
ASR	Archaeological Survey Report
Basin	South Coast Air Basin
BMPs	best management practices
BSA	biological study area
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
Cal-IPC	California Invasive Plant Council
Caltrans	California Department of Transportation
CDFA	California Department of Food and Agriculture
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHL	California Historical Landmarks
CIA	Community Impact Assessment
CNDDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	Carbon Monoxide
Community Plan Area	Silver Lake-Echo Park-Elysian Valley Community Plan Area
County	County of Los Angeles
CR	California Register of Historical Resources
CWA	Clean Water Act
dbh	diameter at breast height
DWR	California Department of Water Resources
EIR/EIS	environmental impact report/ environmental impact statement
EO	Executive Order
EPA	U.S. Environmental Protection Agency
FHWA	Federal Highway Administration
field	Tommy Lasorda Field of Dreams
FONSI	findings of no significant impact
FR	Federal Register
General Construction Permit	NPDES General Permit for Discharges of Stormwater Runoff Associated with Construction Activities
GHG	greenhouse gas

Glendale Freeway	State Route 2
Golden State Freeway	Interstate 5
GWR	groundwater recharge
HHS	U.S. Department of Health and Human Services
Hollywood Freeway	U.S. Highway 101 (U.S. 101)
HRI	California State Historic Resources Inventory
I-5	Interstate 5
IPCC	Intergovernmental Panel on Climate Change
IS/EA	Initial Study/Environmental Assessment
ITS	Intelligent Transportation Systems
kph	kilometers per hour
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAPD	Los Angeles Police Department
LARWQCB	Los Angeles Regional Water Quality Control Board
LAUSD	Los Angeles Unified School District
LOS	Level of Service
LPA	Locally Preferred Alternative
LWCF Act	Land and Water Conservation Fund Act
M	Moment Magnitude
MBTA	Migratory Bird Treaty Act
Metro	Los Angeles County Metropolitan Transportation Authority
mph	miles per hour
MS4 Permit	NPDES General Permit for Municipal Small Storm Sewer Systems
MS4s	Municipal Small Storm Sewer Systems
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NO ₂	nitrogen dioxide
NOI	Notice of Intent
NO _x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NR	National Register of Historic Places
NRHP	National Register of Historic Places
O ₃	Ozone
Pb	Lead
PCE	Tetrachloroethylene
PDT	Project Development Team
PHI	California Points of Historical Interest
PM	post mile
PM10	Particulate Matter less than 10 microns in diameter
PM2.5	Particulate Matter less than 2.5 microns in diameter
Porter-Cologne	Porter-Cologne Water Quality Control Act of 1969
ppm	parts per million
PR	Project Report
proposed project	SR-2 Freeway Terminus Improvement Project
PSR	Project Study Report

PSR/PDS	Project Study Report/Project Development Study
Qaf	Artificial Fill
Qyf	Young Alluvial Fan Deposits
RCEM	Road Construction Emissions Model
REC1	contact water recreation
REC2	non-contact water recreation
ROG	reactive organic gases
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	regional water quality control board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SMAQMD	Sacramento Metropolitan Air Quality Management District
SO ₂	sulfur dioxide
SO _x	sulfur oxides
SR	State Route
SR 2	State Route 2
SRA	Source Receptor Area
St. Teresa	Saint Teresa of Avila School
SUSMP	Standard Urban Stormwater Mitigation Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminant
TCE	Trichloroethylene
TDS	total dissolved solids
TeNS	Caltrans Technical Noise Supplement
TMDL	Total Maximum Daily Load
Tpna	Puente Formation
U.S. 101	U.S. Highway 101 (Hollywood Freeway)
USC	United States Code
USGS	U.S. Geological Survey
WARM	warm freshwater habitat
WDRs	waste discharge requirements
WET	wetland habitat
WILD	wildlife habitat

Appendix H: Comments on the Draft IS/EA

Appendix H Comments on the Draft IS/EA

A total of two agencies, 104 individuals, and two organizations provided comments and/or letters during the circulation period for the Draft IS/EA. This appendix includes copies of the letters received, with the responses to the comments raised provided immediately following each letter.

A. Public Agencies

No.	Agency	Name	Date
A1	City of Los Angeles Department of Transportation	Ken A. Husting, P.E.	06/24/09
A2	State of California Governor's Office of Planning and Research State Clearinghouse and Planning Unit	Terry Roberts, Director	07/03/09

B. Private Citizens/Individuals

No.	Name	Type of Correspondence	Date
B1	Elaine Aftergut	Email	06/12/09
B2	Jeremy Aldridge	Letter	06/23/09
B3	Molly Arevalo	Email	06/14/09
B4	Steven Arthur	Comment card	06/11/09
B5	Nancy Auerbach	Comment card	06/09/09
B6	Peter Auerbach	Comment card	06/09/09
*	Lisa Baca	Letter	06/23/09
*	Ignacio Barajas	Letter	06/25/09
*	Beverly Baz	Email	06/15/09
B7	Ben Beach	Email	07/01/09
B8	Rhett Beavers	Comment card	06/16/09
*	Rosie Betanzos	Letter	06/23/09
B9	Stephen Box	Email	06/28/09
*	Edgar Bryan	Letter	06/18/09
*	William Campbell	Letter	06/25/09
B10	Jeff Carr	Comment card	06/11/09
*	Carol Cetrone	Email	07/02/09
*	Long Chang	Letter	06/25/09
*	Joann Choi	Letter	06/25/09
*	John Choi	Letter	06/25/09
*	Gualberto Crespo	Letter	06/16/09
B11	Glen Dake	Comment card	06/09/09
*	David de Souza	Letter	06/20/09
*	Tara de Souza	Letter	06/20/09
*	Joelle Dobrow	Letter	06/16/09
B12	Matthew Dubois	Email	06/11/09
*	Diane Edwardson	Letter	06/16/09
B13	Diane Edwardson	Letter	07/02/09
*	Leslie Emge	Comment card	06/16/09

* The comment letters submitted by these individuals are identical to Comment Letter B-2 and consequently are not reproduced in this document. Please see the responses to Comment Letter B2 for responses applicable to these comment letters.

No.	Name	Type of Correspondence	Date
*	Scott Fajack	Email	06/16/09
*	Margarita Fernandez	Letter	06/15/09
*	Christina Fernandez-Caso	Email	06/16/09
*	David Foster	Letter	06/25/09
*	Julie Fowells	Email	06/17/09
*	Lawrence Fried	Letter	06/17/09
*	Maria E. G.	Letter	06/25/09
*	Andrew Garsten	Letter	06/17/09
*	Raul Guerra	Letter	06/25/09
*	Carlos Hidalgo	Letter	06/25/09
*	Tyler Hubby	Letter	06/25/09
*	Darren Hubert	Letter	06/23/09
*	Thomas Imade	Letter	06/25/09
B14	Gale Jaffe	Email	07/01/09
B15	Barbara Jarvik	Email	06/11/09
B16	Ben Juarez	Comment card	06/09/09
*	Ben Juarez	Letter	06/16/09
B17	Sandy Kaye	Comment card	06/16/09
B18	Sandy Kaye	Email	07/01/09
*	Suzanne Kimbrough	Letter	06/??/09
B19	Jim Kwiej	Comment card	06/11/09
B20	Alexis Lantz	Comment card	06/11/09
*	Peter Lassen	Letter	06/22/09
B21	Sun Lee	Email	07/06/09
*	Erica Lindy	Letter	06/20/09
*	Adelena Lopez	Letter	06/25/09
*	Dorothy Lopez	Letter	06/16/09
*	John Lopez	Letter	06/16/09
*	Leticia Lopez	Letter	06/23/09
*	Primo Lopez	Letter	06/16/09
*	Teresa Lopez	Letter	06/16/09
B22	Clint Lukens	Email	07/02/09
*	Phyllis Lundme	Letter	06/20/09
*	Pilar Martinez	Letter	06/22/09
*	Luiza Mavropoulos	Letter	06/23/09
B23	James Maxtone-Graham	Email	06/11/09
B24	Isa-Kae Meksin	Comment card	06/09/09
*	Isa-Kae Meksin	Letter	06/15/09
B25	Rusty Millar	Email	07/02/09
*	Gustavo Moreno	Email	06/29/09
B26	Darren Mueller	Email	06/24/09
B27	Darren Mueller	Email	06/24/09
*	Pete Natividad	Letter	06/25/09
*	Mariana Navarro	Letter	06/25/09
B28	Sallie Neubauer	Letter	06/29/09
B29	Dion Neutra	Email	06/17/09
B30	Dion Neutra	Email	06/23/09
*	Marvin Nieto	Letter	06/25/09
*	Mary Ortega	Letter	06/30/09

No.	Name	Type of Correspondence	Date
*	Cindy Ortiz	Letter	06/23/09
B31	Lori Oddino	Comment card	06/09/09
*	Josue Olvera	Letter	06/25/09
B32	Laura Owens	Letter	06/18/09
*	Tom Pachecco	Letter	06/16/09
*	Jose Palacios	Letter	06/16/09
*	Chris Perez	Letter	06/20/09
*	Christine Peters	Letter	06/19/09
*	Philip Pote	Letter	06/25/09
*	Jorge Prado	Letter	06/23/09
*	Aurora Ramirez	Letter	06/20/09
*	Judith Raskin	Letter	06/16/09
*	Summer Reese	Letter	06/15/09
B33	Randall Riese	Email	06/16/09
*	David Rockello	Letter	06/23/09
*	Javier Rodriguez	Letter	06/25/09
*	Al Root	Letter	06/17/09
*	Elaine Rosenquist	Letter	06/20/09
B34	Ruth Ross	Email	06/24/09
B35	Ruth Ross	Email	07/02/09
*	Dale Runge	Letter	06/25/09
*	Israel Santiago	Letter	06/25/09
*	Stephen Schlachtenhauser	Letter	06/25/09
*	Jose Sigala	Letter	06/23/09
*	Edmund Soohoo	Letter	06/16/09
*	Russel Stuffel	Letter	06/25/09
*	I. Talalla	Letter	06/15/09
B36	Ida Talalla	Email	07/01/09
*	Maricola Valente	Letter	06/25/09
*	Enrique Varsobia	Letter	06/25/09
*	Valencia Watson	Email	06/16/09
B37	Michael Webster	Email	06/16/09
B38	Todd Wexman	Email	06/11/09
*	Jonathan Williams	Letter	06/14/09

C. Organizatons

No.	Organization	Name	Date
C1	Echo Park Community Action Committee	Judith Raskin, Chairperson	06/05/09
C2	Echo Park Community Action Committee	Judith Raskin, Chairperson	06/24/09
C3	Echo Park Improvement Association	Andrew Garsten	06/24/09

Transcripts of the public hearing that was held on June 9, 2009, and public information meetings held on June 11, 2009, and June 16, 2009, are included in this chapter following the public comment letters.

Comment Letter A1: City of Los Angeles Department of Transportation (06/24/09)

Comment Letter A1

RITA L. ROBINSON
GENERAL MANAGER

CITY OF LOS ANGELES CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

DEPARTMENT OF
TRANSPORTATION
100 S. MAIN ST., 10TH FLOOR
LOS ANGELES, CA 90012
(213) 972-8470
FAX (213) 972-8410

June 24, 2009

Mr. Irving N. Taylor
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Taylor:

STATE ROUTE 2 FREEWAY TERMINUS IMPROVEMENT PROJECT - INITIAL STUDY/ENVIRONMENTAL ASSESSMENT

Thank you for an opportunity to comment on the State Route 2 Terminus Improvement Project - Initial Study/Environmental Assessment. As you know, the City of Los Angeles, Department of Transportation (LADOT) is represented on the Project Development Team (PDT) by Mr. Irwin Chodash. Therefore, we will not select any preferred alternative at this time until the PDT has received and reviewed all comments and reconvenes on July 16, 2009 to choose a preferred alternative for the State Route 2 Terminus Study. However, after reviewing the study, we offer the following comments:

- **Chapter 1.2, page 1-5:** Consider adding an Item 4 "To minimize cut-through traffic in the Neighborhood." Cut-through traffic is a major concern for the Silverlake Community. #1
- **Chapter 1.3.2, page 1-13:** First paragraph under Alternative A should include a statement that "this alternative does not mitigate the possibility of cut-through traffic." #2
- **Figure 1-6, Alternative B, page 1-16:** Please explain why a marked crosswalk can't be installed on the south leg of Glendale Boulevard and Waterloo Street for Alternatives B and D. #3
- **Figure 1-9, Alternative E, page 1-23:** With the removal of the State Route 2 off-ramp at Glendale Boulevard and Fargo Street/Waterloo Street, consideration should be given to removing the traffic signal at this location for Alternatives B through E. #4
- **Figure 1-9, Alternative E, page 1-23:** It appears that short southbound right-turn lane from State Route 2 can be provided to expedite right-turns from the terminus. #5

Mr. Irving Taylor

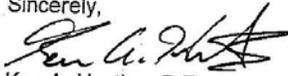
-2-

June 24, 2009

- **Table 2-12, page 2-49:** Although the lane configurations are the same, the calculated vehicle delay times differ for Alternative B and Alternatives C through E at Glendale Boulevard and Allesandro Street and at Glendale Boulevard at State Route 2 terminus. What factors or assumptions are being made to account for this difference? Also, the table refers to a footnote "f", but it is not explained along with the other footnotes. #6
- **Chapter T-1, Traffic Management Plan, page 2-56:** The plan package, which includes plans specification and estimates, should include detour plans and construction staging plans. #7

Should you have any questions, please call me at (213) 972-5008 or Irwin Chodash of my staff at (213) 972-5027.

Sincerely,



Ken A. Husting, P.E.
Senior Transportation Engineer
Regional Surface Transportation Improvements Division

c: Haripal S. Vir, LADOT
Irwin L. Chodash, LADOT

Response to Comment #1

In response to the comment, a fourth objective has been added, as follows:

4. Minimize cut-through traffic in neighborhoods in the immediate vicinity of the SR-2 freeway terminus.

The text in Chapter 1 of the Final IS/EA has been revised accordingly.

Response to Comment #2

The text in Chapter 1 has been revised accordingly.

Response to Comment #3

A crosswalk was not proposed on the south leg of the Glendale Boulevard and Waterloo Street intersection for pedestrian safety reasons, nor is it needed.

Response to Comment #4

Alternatives B through E assumed the traffic signal would remain for this intersection to facilitate left-turn vehicular access to and from Fargo Street and Waterloo Street at Glendale Boulevard, and the signalized pedestrian crosswalks across Glendale Boulevard, Fargo Street and Waterloo Street. Removing the traffic signal from this intersection would affect left-turn access and pedestrian crossing safety and require further consultation between the City, Metro, and the neighborhood communities.

Response to Comment #5

For Alternative E, the shared through and right-turn lane was designed to maximize the width required for standard lanes and shoulders, as well as meet the required truck turning movement standards.

Response to Comment #6

The intersection lane configurations are the same for Alternative B and Alternatives C through E at Glendale Boulevard & Allesandro Street, but are different at Glendale Boulevard & the SR-2 terminus. Alternative B assumed two southbound lanes on Glendale Boulevard between Waterloo Street and the new SR-2 on-/off-ramp intersection, while Alternatives C through E assumed three southbound lanes approaching this proposed ramp intersection. As such, Alternatives C through E carried slightly more southbound Glendale traffic approaching the SR-2 ramp intersection and resulted in the difference in vehicle delay compared to Alternative B.

Footnote [f] was inadvertently omitted from the table referenced in the comment. Footnote [f] is “Reported intersection delay is better than would actually occur due to bottlenecks and resulting vehicle queuing along Glendale Boulevard.”

Response to Comment #7

The text in Chapter 2 of the Final IS/EA has been revised to incorporate the commenter's suggestion.

Comment Letter A2: State of California Governor's Office of Planning and Research State Clearinghouse and Planning Unit (07/03/09)



ARNOLD SCHWARZENEGGER
GOVERNOR

July 3, 2009

Jinous Saleh
California Department of Transportation, District 7
Division of Env. Planning
100 South Main Street, Suite 100
Los Angeles, CA 90012-3712

Subject: State Route 2 Freeway Terminus Improvement Project
SCH#: 2009051086

Dear Jinous Saleh:

The State Clearinghouse submitted the above named Joint Document to selected state agencies for review. The review period closed on July 2, 2009, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Director, State Clearinghouse



CYNTHIA BRYANT
DIRECTOR

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

**Document Details Report
State Clearinghouse Data Base**

SCH# 2009051086
Project Title State Route 2 Freeway Terminus Improvement Project
Lead Agency Caltrans #7

Type JD Joint Document

Description NOTE: Joint Document: MND/EA Review Per Lead

The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with Caltrans and City of LADOT, proposes to modify the southern Terminus of SR 2 from Branden St (PM 13.5) to Oak Glen Place (PM 15.0) in the City and County of LA. The purpose of the project is to better manage traffic flow at the terminus; enhance vehicular and pedestrian mobility and safety in the vicinity of the SR 2 terminus, and develop a freeway terminus design that is compatible with existing residential and commercial uses in the immediate vicinity.

Lead Agency Contact

Name Jinous Saleh
Agency California Department of Transportation, District 7
Phone 213-897-0683 **Fax**
email
Address Division of Env. Planning
 100 South Main Street, Suite 100
City Los Angeles **State** CA **Zip** 90012-3712

Project Location

County Los Angeles
City Los Angeles, City of
Region
Lat / Long 34.1° 28' 21" N / 118° 15' 16.6" W
Cross Streets SR 2/Glendale Blvd
Parcel No.
Township 1S **Range** 13W **Section** **Base** SBB&M

Proximity to:

Highways SR 2
Airports
Railways BNSF, Metrolink
Waterways Los Angeles River
Schools 10
Land Use Major Highway Class II

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Growth Inducing; Landuse; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Wetland/Riparian

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services; California Highway Patrol; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 05/18/2009 **Start of Review** 05/18/2009 **End of Review** 07/02/2009

Note: Blanks in data fields result from insufficient information provided by lead agency.

Response to Comment #1

The letter from the Governor's Office of Planning and Research simply acknowledges that the State Clearinghouse received and distributed copies of the Draft IS/EA to state agencies for their review. No response is necessary.

Comment Letter B1: Elaine Aftergut (06/12/09)

Comment Letter B1

From: Efarcl@aol.com [mailto:Efarcl@aol.com]
Sent: Friday, June 12, 2009 11:41 AM
To: Taylor, Irv
Subject: SR-2 Fwy terminus improvement project

I just found out that plans are being considered to improve the traffic flow at the end of the 2 fwy.

Unfortunately I am not in the so called impacted area and did not find out about this in time to attend the meeting last night. However, I live on Roderick Rd right by the verdugo offramp. This is probably close enough to be impacted by any changes. My main concerns are the amount of noise, traffic congestion and trash already in the area near fwy 2. If more drivers are encouraged to be on fwy 2, the situation by my house might deteriorate further.

]

#1

I would like to be notified about your proposals and also future meetings in the area.

]

#2

Elaine Aftergut
EFARCL@aol.com

Shop Dell's full line of Laptops now starting at \$349!
(<http://pr.atwola.com/promoclk/100126575x1221881320x1201406166/aol?redir=http:%2F%2Fad.doubleclick.net%2Fclk%3B215218036%3B37264217%3Bz>)

Response to Comment #1

Comments noted. Also, please note that a preferred alternative, Alternative F – Hybrid Alternative has been identified, which is described in Chapter 1 of this Final IS/EA. It is not anticipated that this alternative, or the other build alternatives, would attract or generate additional traffic on SR-2.

Response to Comment #2

The commenter's request to be notified about future proposals and future meetings in the area has been noted by Caltrans and Metro.

Comment Letter B2: Jeremy Aldridge (06/23/09)

Comment Letter B2

Mr. Irv Taylor, Project Manager
Metropolitan Transportation Authority
One Gateway Plaza, 99-22-2
Los Angeles, CA 90012

Dear Mr. Taylor:

Re: SR2/Freeway Terminus Improvement Project

Reconstructing the Terminus with design Alternative D has many positive benefits.

1. The freeway on-and-off ramps are consolidated east of the bridge. | 1
2. The bridge surface is "recycled" for use as a community plaza, not just a walking path. | 2
3. Open space is created for community recreational use. | 3
4. A portion of a bikeway with links to the Los Angeles River and other communities would be included in the project. | 4
5. Saint Teresa's Church and School would experience less noise and pollution, as the current "north" off-ramp facing the school would be eliminated. | 5
6. The atmosphere in the area would be improved for business. | 6
7. Pedestrian access would be improved. | 7

For these reasons, I support Alternative D. | 8

Sincerely,

Date: 6/23/09

(name) Jeremy Aldridge

(print name) JEREMY ALDRIDGE

(address) 227 N. LAKE ST

(city, zip) Los Angeles, CA 90026

(phone) 213-207-2196

(email) ~~JEREMY.CHANDLER~~ JEREMY.ALDRIDGE@LACITY.ORG

Comments may also be submitted by email. Send your comments to Irv Taylor at Metro, taylori@metro.net. Include your name and address. All comments must be received by Thursday, July 2, 2009.

Response to Comment #1

A new alternative, Alternative F – Hybrid Alternative, that consists of components of the other build alternatives described in the Draft IS/EA, has been identified by the Project Development Team as the preferred alternative. Alternative F, similar to build alternatives B through E, would “consolidate” the freeway on- and off-ramps east of the overpass and flyover.

Response to Comment #2

The preferred alternative, Alternative F, would retain the flyover for use by motor vehicles. However, the overpass portion of the structure could be developed as a pedestrian connection linking Tommy Lasorda Field of Dreams on the south, with the new open space created east of Glendale Boulevard and northwest of the flyover.

Response to Comment #3

Alternative F, similar to Alternatives B through E, would provide 2.6 acres of new open space for future community use, which is slightly less than the 3 acres that would be provided under Alternative D.

Response to Comment #4

The new open space created by Alternative F would provide an opportunity to develop a Class I bike path from Glendale Boulevard on the south to Oak Glen Place on the north. The route for a connection from Oak Glen Place to Riverside Drive and ultimately the Los Angeles River would need to be determined by the City of Los Angeles but could potentially be provided via new Class II or III bikeways on existing surface streets.

Response to Comment #5

Comment noted. Under both Alternative D and the preferred Alternative F, a sound wall is proposed along Glendale Boulevard adjacent to the school parking lot to reduce interior noise levels at the school. Alternatively, effective noise abatement could be achieved by upgrading the HVAC systems in the classrooms facing the SR-2/Glendale Boulevard interchange.

Response to Comment #6

Comment noted.

Response to Comment #7

Comment noted. Although the preferred alternative, Alternative F – Hybrid Alternative, would retain the flyover for motor vehicle use, the overpass structure adjacent to the flyover could be developed as a pedestrian connection between Tommy Lasorda Field of Dreams on the south and the new open space that would be created to the north. A safety barrier would be provided to separate pedestrians from traffic on the flyover.

Response to Comment #8

Comment noted. Alternative F, the Hybrid Alternative, which includes components of Alternative D and the other build alternatives, has been identified as the preferred alternative.

Comment Letter B3: Molly Arevalo (06/14/09)

Comment Letter B3

-----Original Message-----

From: Molly Arevalo [mailto:mollyarevalo@gmail.com]
Sent: Sunday, June 14, 2009 3:55 PM
To: Taylor, Irv
Subject: re: Proposed Changes to the State Route 2 (SR-2) Freeway
Terminus

Dear Mr. Taylor,

I am writing to make a public comment about the proposed changes to the State Route 2 (SR-2) Freeway Terminus on Glendale Boulevard. As an avid cyclist, both for transportation and sport, as well as a resident of the area, I often times pass through this intersection. The speed at which cars approach and exit the SR-2 frightens me. I hope that you will approve one of the Alternatives B, C, D, or E, as they will slow traffic there, and NOT Alternative A, which will widen the ramps. Bicycling and walking should be promoted as a healthy transportation alternatives for individuals and the community.

#1

Sincerely,
Molly Arevalo
Resident of Echo Park

1033 1/2 Everett St.
Los Angeles, CA 90026

Response to Comment #1

The preferred Alternative, Alternative F – Hybrid Alternative, would not widen the existing ramps. Similar to Alternatives B through E, Alternative F would remove and relocate the existing southbound SR-2 off-ramp to the east creating additional open space that could be developed with pedestrian and bike paths. Additionally, the improvements proposed under Alternative F, including installing metering signals on the flyover and restriping Glendale Boulevard and southbound SR-2, would better manage and help calm traffic in the vicinity of the terminus.

Comment Letter B4: Steven Arthur (06/11/09)



Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Community Workshop
June 11, 2009 – Barlow Hospital, Williams Hall



Name: STEVEN ARTHUR
Affiliation (i.e. organization, resident, business): RESIDENT
Address: 2088 CERRO GONDO ST
Phone/Cell: 323 660 9928
Email: SMARTHUR@ACM.ORG

Please rank the alternatives from best (1) to least favorable (5).

<u> </u> Alternative A - Widen Existing Ramps
<u> </u> Alternative B - Realign Ramps East, Remove Flyover and Part of Overpass
<u> </u> Alternative C - Realign Ramps East, Remove Flyover and Overpass
<u> </u> Alternative D - Realign Ramps East, Retain Flyover and Overpass
<u> </u> Alternative E - Realign Ramps East, Retain Flyover and Overpass, Relocate Retaining Wall

Please provide your comments on each of the five alternatives and their characteristics.

<p>Alternative A - Widen Existing Ramps, Maintain Overpass</p> <p>NO POSITIVE BENEFIT FOR COMMUNITY</p>	#1
--	----



Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Community Workshop
June 11, 2009 – Barlow Hospital, Williams Hall



Alternative B - Realign Ramps East, Remove Flyover and Part of Overpass

NO FOOT TRAFFIC ON EAST SIDE
OF GLENDALE BL.

#2

ADD PEDESTRIAN BRIDGE
TO CROSS RAMPS.

#3

Alternative C - Realign Ramps East, Remove Flyover and Overpass

NO FOOT TRAFFIC ON EAST SIDE
OF GLENDALE BL.

#4

ADD PEDESTRIAN BRIDGE
TO CROSS RAMPS

#5

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to TaylorI@metro.net or faxed to 213-922-3005.



Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Community Workshop
June 11, 2009 – Barlow Hospital, Williams Hall



Alternative D - Realign Ramps East, Retain Flyover and Overpass

No FOOT TRAFFIC ON EAST SIDE
OF GLENDALE BLVD.

#6

ADD PEDESTRIAN BRIDGE
TO X RAMPS

#7

Alternative E - Realign Ramps East, Retain Flyover and Overpass, Relocate Retaining Wall

No FOOT TRAFFIC ON EAST SIDE
OF GLENDALE BLVD.

#8

ADD PEDESTRIAN BRIDGE
TO X RAMPS

#9

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to TaylorI@metro.net or faxed to 213-922-3005.

Response to Comment #1

Comment noted. Alternative F, the Hybrid Alternative, has been identified as the preferred alternative.

Response to Comment #2

Alternative F, similar to Alternatives B through E, would remove, for safety reasons, the sidewalk on the east side of Glendale Boulevard from Allesandro Street north through the interchange.

Response to Comment #3

Please see the response to Comment #2 above. Also, under Alternative F, which is the preferred alternative, the existing overpass structure immediately adjacent to and west of the flyover could be used to provide a grade-separated pedestrian connection from Tommy Lasorda Field of Dreams on the south to the new open space east of Glendale Boulevard.

Response to Comment #4

Please see the response to Comment #2 above.

Response to Comment #5

Please see the response to Comment #3 above.

Response to Comment #6

Please see the response to Comment #2 above.

Response to Comment #7

Please see the response to Comment #3 above.

Response to Comment #8

Please see the response to Comment #2 above.

Response to Comment #9

Please see the response to Comment #3 above.

Comment Letter B5: Nancy Auerbach (06/09/09)



Comment Sheet State Route 2 Freeway Terminus Improvement Project Community Workshop June 9, 2009 – Mayberry Elementary School

Comment Letter B5



Name: Nancy Auerbach

Affiliation (i.e. organization, resident, business): CCSEP

Address: ~~2116 Oak Glen Pl.~~
2116 Oak Glen Pl.

Phone/Cell: 323-666-6085

Email: nbauerbach

Please rank the alternatives from best (1) to least favorable (5).

- 5 Alternative A - Widen Existing Ramps
- 5 Alternative B - Realign Ramps East, Remove Flyover and Part of Overpass
- 5 Alternative C - Realign Ramps East, Remove Flyover and Overpass
- 2 Alternative D - Realign Ramps East, Retain Flyover and Overpass
- 1 Alternative E - Realign Ramps East, Retain Flyover and Overpass, Relocate Retaining Wall

Please provide your comments on each of the five alternatives and their characteristics.

~~Alternative A - Widen Existing Ramps, Maintain Overpass~~

I don't like any of these plans. I favor
 favor closing the freeway at Fletcher Dr.
 Please explain how any of the alternatives
 relieve traffic on Glendale Blvd.

#1

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to TaylorI@metro.net or faxed to 213-922-3005.



Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Community Workshop
June 9, 2009 – Mayberry Elementary School



Alternative D - Realign Ramps East, Retain Flyover and Overpass

Alternative E - Realign Ramps East, Retain Flyover and Overpass, Relocate Retaining Wall

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to Taylori@metro.net or faxed to 213-922-3005.

Response to Comment #1

Comments noted. The preferred alternative, Alternative F, would better manage traffic flow, reduce delay, and improve safety at the terminus through a combination of new signage, restriping of southbound Glendale Boulevard and the southbound SR-2 lanes from the I-5/SR-2 interchange to the terminus, and installation of ramp meters on the flyover.

None of the build alternatives, including Alternative F, would reduce or divert traffic from the SR-2 freeway terminus. Closing the SR-2 freeway at Fletcher Drive, as suggested by the commenter, would increase southbound traffic on Fletcher Drive and Glendale Boulevard. To avoid the increased congestion on those streets, motorists might seek alternative routes through local neighborhoods.

Comment Letter B6: Peter Auerbach (06/09/09)



Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Community Workshop
June 9, 2009 – Mayberry Elementary School



Name: Peter Auerbach
Affiliation (i.e. organization, resident, business): resident
Address: 2116 Oak Glen Pt
Phone/Cell: 323-666-6085
Email: pauerbach@yahoo.com

Please rank the alternatives from best (1) to least favorable (5).

- 5 Alternative A - Widen Existing Ramps
- 5 Alternative B - Realign Ramps East, Remove Flyover and Part of Overpass
- 5 Alternative C - Realign Ramps East, Remove Flyover and Overpass
- 1 Alternative D - Realign Ramps East, Retain Flyover and Overpass
- 2 Alternative E - Realign Ramps East, Retain Flyover and Overpass, Relocate Retaining Wall

Please provide your comments on each of the five alternatives and their characteristics.

Alternative A - Widen Existing Ramps, Maintain Overpass

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to TaylorI@metro.net or faxed to 213-922-3005.



Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Community Workshop
June 9, 2009 – Mayberry Elementary School



Alternative D - Realign Ramps East, Retain Flyover and Overpass

Alternative E - Realign Ramps East, Retain Flyover and Overpass, Relocate Retaining Wall

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to Taylori@metro.net or faxed to 213-922-3005.

Response to Comment #1

The commenter's preference for Alternative D is noted by Caltrans and Metro.

Comment Letter B7: Ben Beach (07/01/09)

From: Benjamin Beach [beach_benjamin@hotmail.com]
Sent: Wednesday, July 01, 2009 6:08 PM
To: Taylor, Irv
Subject: SR-2 Freeway Terminus Improvement Project

Dear Mr. Taylor:

I am a resident of, and property owner in, the Echo Park neighborhood of Los Angeles and make frequent use of the area that is the subject of the proposed SR-2 Freeway Terminus Improvement Project. My use of the area occurs on foot, on a bicycle and in a car.

I attended the June 9, 2009 Community Meeting sponsored by the various involved agencies, and have reviewed the Initial Study/Environmental Assessment (IS/EA).

I write to comment on the IS/EA, and, more specifically, to express my support for "Alternative D" among the Alternatives currently under consideration. First, Alternative D is the only Alternative generated in partnership with affected and interested community members.

Secondly, Alternative D offers the following meaningful public benefits:

1. consolidation of freeway on and off ramps east of the bridge;
2. recycling of the bridge surface for use as a community plaza, not just a walking path.
3. creation of open space for community recreational use.
4. inclusion of a bikeway with links to the Los Angeles River and other communities.
5. reduction of noise and pollution at Saint Teresa's Church and School
6. enhancement of the physical setting for local businesses.
7. improvement of pedestrian access.

#1

Finally, Alternative D is the second-least-costly of five Alternatives currently under consideration.

#2

Alternative A, which is the least costly, merely widens the freeway and thus accomplishes few of the stated goals of the project, and is otherwise anathema to the needs of local residents and businesses for pedestrian accessibility, usable open space, health and safety, and reasonable traffic flow.

#3

Thank you for your consideration of my comments. Please ensure that I receive any future notices or mailings related to this matter.

Sincerely,
Ben Beach
723 Echo Park Terrace
Los Angeles, CA 90026
beach_benjamin@hotmail.com

Hotmail® has ever-growing storage! Don't worry about storage limits. Check it out.

Response to Comment #1

Please see the responses to Comment Letter B2.

Response to Comment #2

The commenter's preference for Alternative D is noted. The preferred alternative, Alternative F, would cost approximately \$18.2 million to design and construct. Alternative D would also cost an estimated \$18.2 million.

Response to Comment #3

The comment opposing Alternative A is noted for the record by Caltrans and Metro.

Comment Letter B8: Rhett Beavers (06/16/09)



Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Public Hearing
June 16, 2009 – Mayberry Elementary



Name: Rhett Beavers
Affiliation (i.e. organization, resident, business): _____
Address: 2020 Valentine St 213
Phone/Cell: LA CA 90026 662.6820
Email: RBEAVERS@ROADMCP.COM

Please rank the alternatives from best (1) to least favorable (5).

- NA Alternative A - Widen Existing Ramps
 - NA Alternative B - Realign Ramps East, Remove Flyover and Part of Overpass
 - NA Alternative C - Realign Ramps East, Remove Flyover and Overpass
 - 1 Alternative D - Realign Ramps East, Retain Flyover and Overpass
 - 2 Alternative E - Realign Ramps East, Retain Flyover and Overpass, Relocate Retaining Wall
- not applicable*

Please provide your comments on each of the five alternatives and their characteristics.

Alternative A - Widen Existing Ramps, Maintain Overpass

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to Taylori@metro.net or faxed to 213-922-3005.



Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Public Hearing
June 16, 2009 – Mayberry Elementary



Alternative B - Realign Ramps East, Remove Flyover and Part of Overpass

Alternative C - Realign Ramps East, Remove Flyover and Overpass

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to Taylori@metro.net or faxed to 213-922-3005.



Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Public Hearing
June 16, 2009 – Mayberry Elementary



Alternative D - Realign Ramps East, Retain Flyover and Overpass

Alternative E - Realign Ramps East, Retain Flyover and Overpass, Relocate Retaining Wall

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to Taylori@metro.net or faxed to 213-922-3005.

Response to Comment #1

The commenter's preference for Alternative D is noted for the record by Caltrans and Metro.

Comment Letter B9: Stephen Box (06/28/09)

From: Stephen Box [mailto:Stephen@thirdeyecreative.net]
Sent: Sunday, June 28, 2009 4:31 PM
To: Taylor, Irv
Cc: Stephen Box

Subject: SR2/Glendale Freeway Terminus Project - Support Alternative D

Mr. Taylor,

Of the proposed SR2/Glendale Freeway Terminus Project alternatives,
please accept this email as my support for Alternative D.

1

Thank you,

Stephen

Stephen Box
323-962-6540 office
323-864-7586 cell
Web: <http://rebelwithoutacarproductions.com>
Blog: <http://rebelwithoutacarproductions.com/blog>
Docu: <http://youtube.com/user/RebelWithoutACarProd>
Facebook: <http://tinyurl.com/rebelwithout>
Twitter: <http://twitter.com/RebelWithoutCar>

Response to Comment #1

The commenter's support for Alternative D is noted for the record by Caltrans and Metro.

Comment Letter B10: Jeff Carr (06/11/09)



Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Community Workshop
June 11, 2009 – Barlow Hospital, Williams Hall



Name: JEFF CARR

Affiliation (i.e. organization, resident, business): CSSLR, NATHANWAV HILLS HOMEOWNERS ASSOCIATION

Address: 1801 APEX AVE

Phone/Cell: (323) 664-9488

Email: _____

Please rank the alternatives from best (1) to least favorable (5).

1 Alternative A - Widen Existing Ramps

_____ Alternative B - Realign Ramps East, Remove Flyover and Part of Overpass

_____ Alternative C - Realign Ramps East, Remove Flyover and Overpass

_____ Alternative D - Realign Ramps East, Retain Flyover and Overpass

_____ Alternative E - Realign Ramps East, Retain Flyover and Overpass, Relocate Retaining Wall

Please provide your comments on each of the five alternatives and their characteristics.

Alternative A - Widen Existing Ramps, Maintain Overpass

THIS IS THE BEST ALTERNATIVE
THE ONLY REASONABLE ONE.
PLEASE DO NOT WASTE MONEY
AND TAKE OUT AN IMPORTANT BRIDGE
IN OUR DYNAMIC CITY.
TO DO SO IS RIDICULOUS.
THANK YOU.

#1

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to Taylori@metro.net or faxed to 213-922-3005.



Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Community Workshop
June 11, 2009 – Barlow Hospital, Williams Hall



Alternative B - Realign Ramps East, Remove Flyover and Part of Overpass

PLEASE NO.
TAKES AWAY
AN IMPORTANT
AND VALUABLE BRIDGE

#2

Alternative C - Realign Ramps East, Remove Flyover and Overpass

||
PRO ALTERNATIVE B NOT 1/2



Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Community Workshop
June 11, 2009 – Barlow Hospital, Williams Hall



Alternative D - Realign Ramps East, Retain Flyover and Overpass

See ALT B NOTE

Alternative E - Realign Ramps East, Retain Flyover and Overpass, Relocate Retaining Wall

See ALT B NOTE

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to Taylori@metro.net or faxed to 213-922-3005.

Response to Comment #1

The commenter's preference for Alternative A is noted for the record by Caltrans and Metro.

Response to Comment #2

The commenter's opposition to Alternatives B through E is noted for the record by Caltrans and Metro.

Comment Letter B11: Glen Dake (06/09/09)

Comment Letter B22



Comment Sheet State Route 2 Freeway Terminus Improvement Project Community Workshop June 9, 2009 – Mayberry Elementary School



Name: GLEN DAKE

Affiliation (i.e. organization, resident, business): _____

Address: 1843 W. SILVER LAKE DR LA CA 90026

Phone/Cell: 323 663 6580

Email: GDAKE@PACBELL-NET

Please rank the alternatives from best (1) to least favorable (5).

- 5 Alternative A - Widen Existing Ramps
- 3 Alternative B - Realign Ramps East, Remove Flyover and Part of Overpass
- 1 Alternative C - Realign Ramps East, Remove Flyover and Overpass
- 2 Alternative D - Realign Ramps East, Retain Flyover and Overpass
- 4 Alternative E - Realign Ramps East, Retain Flyover and Overpass, Relocate Retaining Wall

Please provide your comments on each of the five alternatives and their characteristics.

Alternative A - Widen Existing Ramps, Maintain Overpass

NOT A GOOD OPTION
 FUTURE TO ADDRESS
 THE DESIGN WORK PRESENTED DOES NOT PROVIDE FOR
 EXISTING BICYCLE USE.

#1

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to Taylori@metro.net or faxed to 213-922-3005.



Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Community Workshop
June 9, 2009 – Mayberry Elementary School



Alternative B - Realign Ramps East, Remove Flyover and Part of Overpass

DESIGN WORK PRESENTED DOES NOT
PROVIDE FOR EXISTING BIKE USE, AND IT
SHOULD DO SO.

#2

Alternative C - Realign Ramps East, Remove Flyover and Overpass

DESIGN WORK PRESENTED DOES NOT
PROVIDE FOR EXISTING BIKE USE, AND IT
SHOULD DO SO.

#3

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to Taylori@metro.net or faxed to 213-922-3005.



Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Community Workshop
June 9, 2009 – Mayberry Elementary School



Alternative D - Realign Ramps East, Retain Flyover and Overpass

DESIGN WORK PRESENTED DOES NOT PROVIDE
FOR EXISTING BIKE USE, AND IT SHOULD.

#4

Alternative E - Realign Ramps East, Retain Flyover and Overpass, Relocate Retaining Wall

DESIGN WORK PRESENTED DOES NOT
PROVIDE FOR EXISTING BIKE USE, AND IT
SHOULD,

#5

DURING CONSTRUCTION PERIOD BIKE USE
SHOULD BE PROVIDED FOR.

#6

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to Taylori@metro.net or faxed to 213-922-3005.

Response to Comment #1

Comments noted.

Should detours for motorists, bicyclists, or pedestrians be required during construction, the Traffic Management and Construction Staging plans prepared for the proposed project will designate detour routes that are safe; will maintain access to local community facilities, residential neighborhoods, and businesses; and will minimize impacts and disruption to the extent feasible.

Response to Comments #2 - #6.

Please see the response to Comment #1 above and the response to Comment Letter B13, Comment #11.

Comment Letter B12: Matthew Dubois (06/11/09)

From: Matthew DuBois [ofwood@sbcglobal.net]
Sent: Thursday, June 11, 2009 9:02 AM
To: Taylor, Irv
Subject: Freeway Terminus Project

I support Alternative D.

I #1

Matthew DuBois
1450 Scott Avenue
Los angeles, CA 90026

Response to Comment #1

The comment in support of Alternative D is noted for the record by Caltrans and Metro.

Comment Letter B13: Diane Edwardson (07/02/09)

Diane Edwardson

2630 Corralitas Drive, Los Angeles, CA 90039
phone: (323) 666-1392, cell: (213) 910-9826
diane.edwardson@earthlink.net

Mr. Irv Taylor, Project Manager
Metropolitan Transportation Authority
One Gateway Plaza, 99-22-2
Los Angeles, CA 90012
taylori@metro.net

Re: SR2 Freeway Terminus Improvement Project

July 2, 2009

Mr. Taylor:

I support Alternative D of the SR2 Terminus redesign since all proposed options; including the "do nothing" option will put more traffic directly below my home. I support the choice that yields the best designed public open space for the community. My comments herein are applicable to ANY of the redesign options.

#1

I've been active as a leader in City Planning issues for 17 of the nearly 20 years I've lived on Corralitas Drive adjacent to the 2 Freeway. My home is directly above the southbound lanes of the 2 Freeway, just south of the 5 Freeway. I have first hand knowledge of the traffic on the 2 and the 5 Freeways.

No consideration of anything north of Oak Glen Overpass has been published in the technical studies or the Initial Study & Environmental Review. It is a clear violation of CEQA to allow this EIR to move forward at this time.

#2

I take issue with the traffic study and the subsequent environmental review as it clearly ignores my neighborhood. I will address specific environmental effects that have not been evaluated in traffic, air quality, noise, views, biological resources, public safety and cumulative impacts.

May 16, 2002, at the MTA Board Planning & Programming Committee, County Supervisor Gloria Molina amended the proposal for the EIR, expanding the traffic study area to the I5/SR2 Interchange at the north and Berkley Alvarado Glendale in the south. I strongly advocated for Supervisor Molina to take this stand.

#3

Additionally, Supervisor Molina required the study be based on projected traffic volumes for the year 2025. However, the traffic engineer who created the traffic models for the study (present at the June 11, 2009 community meeting at Barlow Hospital and the June 16, 2009 public hearing which I attended) clearly stated he used the premise of no increased traffic volume from the present. This is like conducting a cancer study and not including any cancer patients in the study.

#4

In fact, it would seem ICF Jones & Stokes either selectively published data, intentionally withholding pertinent information for everything north of the Oak Glen Overpass, or, they are so incompetent, they are not including the pertinent information in the tech reports. Either way, the environmental review is incomplete without this data.

#5

SR2 Terminus Redesign – Edwardson Response to EIR – July 2, 2009

page 1

I find it particularly interesting, since in May 2006, I spoke directly to the field staff for the contractor doing the sound survey for the 2 Terminus EIR. Several of my neighbors also spoke to them. We all spoke to the contractor while they were installing the temporary sound monitoring equipment on Corralitas Drive at either end of the Corralitas Public Staircase, directly adjacent to the 2 Freeway. The contractor told all of us we could get the data when the 2 EIR came out. Yet that data was not included in the technical reports.

#6

Nor was data related to traffic counts for anything north of the Oak Glen Overpass included in the survey. However, I clearly remember data being collected with automatic car counters on the 2 Freeway, atop the Rosebud Ave Undercrossing in addition to various spots on Alessandro St., all the way to Riverside Drive, for this study. I expressed concern to CD13 and Echo Park CAC at the time that the counts were being done during the summer months when traffic on the 2 Frwy is lightest.

#7

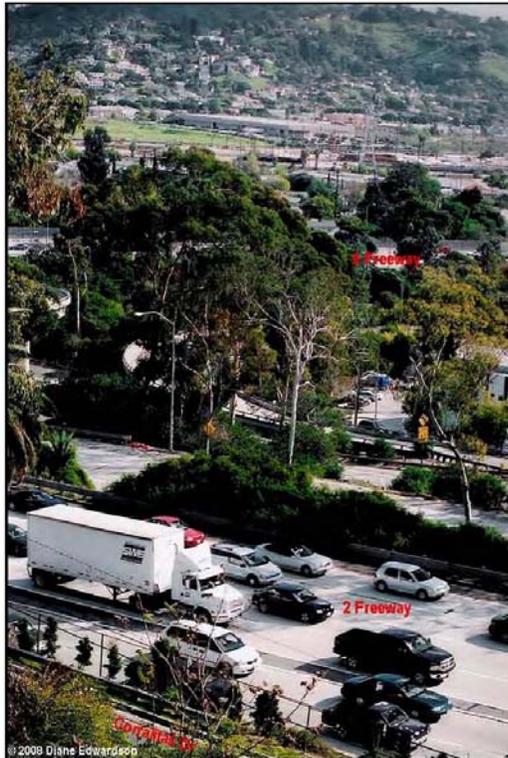
Traffic - Long Term Effects:

In addition to the aforementioned statements regarding exclusion of significant traffic data north of Oak Glen Overpass and the faulty premise that there would be no increase in traffic, ICF Jones & Stokes included yet another factor sure to increase traffic on surrounding surface streets: the redesign options would reduce southbound capacity by 25%. For this reason alone, you have to study the traffic and associated environmental impacts all the way back to the 5 Freeway. I have maintained this position dating back to my first involvement in this process since 1998.

#8

When the traffic backs up on the 2 Freeway, it always backs up to at least the 5 Freeway, but usually all the way to San Fernando Rd. and sometimes as far as the 134 Freeway. When the 2 backs up, people use the Riverside Drive offramp from the SB 2 Frwy to the SB 5 Frwy transition road. Cars using this Riverside Drive offramp as an alternative to the SB 2 Frwy usually go straight onto SB Alessandro St to Glendale Blvd. When this happens, Alessandro becomes a dangerous highway despite the stop signs at Whitmore and Oak Glen. (I was the driving force behind those stop signs about 10 years ago.)

With the exception of the past few months since the unprecedented economic downturn starting in October 2008, we have standstill traffic going all the way back to the 5 Frwy (on the SB 2 Frwy), 3 to 4 days a week. In the past 10 years, the traffic has gotten worse, lasting longer, often past 10AM. In the past 10 years we've also seen a big increase in NB traffic at all hours, not just in the PM commute.



Traffic Long Term Effects continued

If you are reducing capacity of the 2 Terminus, there will be additional traffic taking Riverside Drive to Stadium Way creating more traffic in Elysian Park. This is already a heavily travelled commuter route that is at odds with recreational use of the park.

Sidewalks were never completed on Allesandro St. nor Allesandro Way, on either side of the 2 Frwy, for the entire length of the freeway through my neighborhood. (Photo right: Allesandro St at Oak Glen.) Yet there are bus stops on Allesandro St., where there is only crumbling asphalt paving that is NOT ADA accessible – not even at the bus stop near Fargo & Baxter on Allesandro St., across from the HCHC low-income housing for the disabled. This will only become more dangerous for pedestrians as traffic increases.



If you are reducing capacity of the 2 Terminus, thus increasing traffic on Allesandro as people search for additional SB routes: additional stop signs and crosswalks are necessary on Allesandro St. at Rosebud Ave. and either Fargo or Baxter.

As mitigation for the long term effects of added traffic, CalTrans & MTA should be required to install ADA accessible sidewalks for the length of Allesandro between Riverside and Glendale Blvd. adjacent to the 2 Frwy.

I understand that a bike lane was supposed to be a part of this study from the Terminus to the LA River. This was not evaluated, nor a part of any of the proposed plans.

Traffic - Short Term Effects:

No matter which option you choose for the redesign of the 2 Terminus, certain restrictions will need to be in place during construction.

You MUST invite the community into a steering committee to help create short term traffic solutions PRIOR TO construction. Each sub-community has their own particular traffic cut-through issues. Allesandro between Riverside Drive and Glendale Blvd has different problems than the Duane - Waterloo neighborhood. And neither can speak for the other.

SB 2 Frwy detours should not be allowed to use Allesandro St. as a cut-through from the Riverside Dr. exit. Detours should be diverted to Riverside Drive and no straight through traffic allowed from that offramp.

Crossing guards should be paid for by the CalTrans & the MTA for St Teresa's School during construction, but also at Riverside and Allesandro Elementary School. Despite detours through the park, people will continue to exit and go straight from the Riverside Dr offramp to SB Allesandro St.

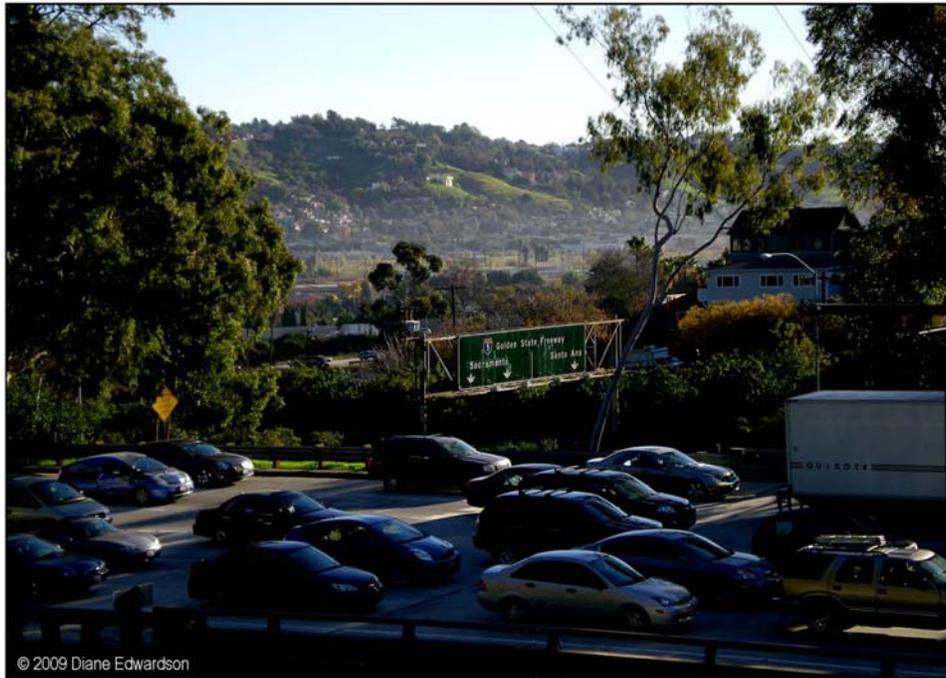
Previously mentioned sidewalks, stop signs and crosswalks should be in place on Allesandro prior to construction start.

Air Quality:

After just two years of living next to the 2 Freeway I developed asthma, as did at least one of my neighbors.

Why did the air quality study fail to use the air quality monitoring equipment installed at the intersection of Duane & Glendale Blvd (on Duane) directly adjacent to the 2 Terminus? Why was data used from a monitoring station over a mile and a half away? How often do you have the good fortune to actually have neighborhood specific data? I accessed that information on the AQMD website for particulate matter counts as late as last year during fire season. I have a hard time believing ICF Jones & Stokes was incapable of accessing that information.

#16



Failure to evaluate traffic north of the Oak Glen Overpass also led to failure to evaluate any environmental effects that come with the additional traffic below my house. Any number of recent traffic studies state that idling and stop & go traffic causes more air pollution and particulate matter than traffic that flows. Since you are reducing traffic capacity by 25% and even if by some miracle there would be no increase in the number of cars on the road; it follows that there will be increased pollution in my neighborhood directly adjacent to the 2 Frwy as the SB traffic backs up well past the 5 Frwy.

#17

The study fails to suggest mitigations for neighborhoods further north than Oak Glen – like planting a dense combination of trees to counteract the long-term health effects from the increased traffic.

#18

Air Quality continued...

Ten years ago, a lot of trees were cut down on the stretch of the 2 Frwy below my house on Corralitas Drive for a CalTrans plumbing project. Only after years of phone calls and finally after involving then Assembly Speaker Villaraigosa's office, did we get some bushes – not trees planted in place of the removed trees. I could not get Cal Trans to give us trees even though we had 4-day a week standstill traffic at the time. To this day most of the bushes have not even grown tall enough to block the view of the freeway from ground level.

#18
cont'd

The neighborhood between the Terminus and the 5 Freeway should be given a large number of trees no matter which proposal gets approved. There is no question that we will have increased traffic even if the do nothing option is chosen.

Additionally, CalTrans should generously fund tree planting and tree maintenance programs for streets, schools and public parks (existing and future) within 500' of the 2 corridor between the 5 Frwy and the 2 Terminus. There are ample studies proving the long-term health risks of schools and housing being within 1000 feet of freeways. The very least CalTrans can do is provide trees (not shrubs) to counter the health risks within 500 feet.

#19

Noise:

I have suffered a noticeable hearing loss living next to the 2 Freeway as have many of my neighbors who also work at home.

In May 2006, I spoke directly to the field staff for the contractor doing the sound survey for the 2 Terminus EIR. Several of my neighbors also spoke to them. We all spoke to the contractors while they were installing the temporary sound monitoring equipment on Corralitas Drive at either end of the Corralitas Public Staircase, directly adjacent to the 2 Freeway. The contractor told all of us we could get the data when the 2 EIR came out. **Yet that data was not included in the technical reports.** I had been looking forward to having that data for reference. Where is that data?

#20

Sound walls seem to have been added to the 2 Terminus project as an afterthought and were not adequately evaluated for their effects on the neighborhood. (See further discussion of sound walls in the Biological Resource and Public Safety section.)

#21

The sound walls appear so slapped on, that they extend partially past a steep slope between Lake View Ave and Corralitas Drive, but not to the 8 single family homes on Corralitas that are eye-level with the SB lanes of the 2 Frwy (photo right).

#22

I oppose sound walls in this project. However, there are neighbors on Allesandro Way, Landa, and in the 8 homes on the lower portion of Corralitas Drive, who have asked for sound walls.

#23



Biological Resources - Trees & Wildlife:

Shouldn't a full environmental review require stating the exact number of trees, species and location, to be removed? #24

The report fails to evaluate the removal of extensive vegetation for sound walls. It belittles the effect of removing ALL of the trees and vegetation for ¼ mile on either side of the 2 Freeway – primarily for sound walls. #25

The parkways on either side of the 2 Frwy between the 5 Frwy and the Terminus have extraordinary native toyon. See photos below. Landscape architects who deal with native landscape are wowed by the toyon growing on our stretch of the 2 Frwy. #26

The dense native vegetation not only makes living next to the freeway tolerable, it provides habitat for urban wildlife and homeless people. Removal of this habitat will send urban wildlife into adjacent communities and requires further evaluation before you rip out ¼ mile of habitat on either side of the 2 Frwy. #27



Photo Right: SB 2 Frwy from the Oak Glen Overpass

Photo Below: Allesandro Way from Oak Glen Ave.



SR2 Terminus Redesign – Edwardson Response to EIR – July 2, 2009

Biological Resources continued...

The environmental review failed to mention the extensive urban wildlife in the neighborhood. Coyote, gray fox, bobcat, red tail hawk, red shouldered hawk, Cooper's hawk, kestrel, osprey, golden eagle, great horned owl, crow, raccoon, skunk, opossum, gopher snake, rattlesnake, grass snake, slender salamanders, Black Witch Moth, and a variety of lizards, hummingbirds, bugs and rodents are all found within 300 feet of the 2 Frwy between the 5 Frwy and the Terminus.

#28

In 2004, Cooper's Hawks nested atop a tree in the median of the 2 Frwy just south of the 5 Frwy within full view of homes on Corralitas Drive. (Photo right.)

In 2005 Red Tail Hawks nested within 100'feet of the 2 Frwy on Corralitas Dr. Kestrel and red tail hawks routinely fight over nesting sites in the area around the 2 Frwy and the Rosebud undercrossing.

This year, several neighbors, including myself, have observed what appears to be an out of the ordinary hawk in the neighborhood – it may be a Sharp-Shinned Hawk. It looks like an enormous kestrel with really long legs. It flies 6-10' from the ground and in between trees and branches in densely wooded areas.

The Environmental Review is deficient is just plain wrong to state there is no expectation of finding Cooper's Hawk or Sharp-Shinned Hawk nesting sites on the 2 Corridor.

For about a month in 2008, at least a dozen neighbors observed a gray fox (photos right) on Corralitas Drive, less than 100' from the 2 Frwy. It was observed by several neighbors on different occasions coming out from under the chain link fence between Corralitas Drive and the 2 Frwy on clearly was a routine foraging foray on the 2 Frwy parkway.



#29



#30



Public Safety:

See earlier section on Long Term Traffic Effects for a discussion on pedestrian safety on Allesandro.

The environmental review fails to evaluate the public safety issue of sound walls. Not only will they create a quarter mile of new canvas for graffiti vandals to use, they will create a prison like effect for some residents who live less than 40' from the proposed walls.

#31

More importantly, on Corralitas Walk, sound walls will create a public safety hazard. Corralitas Walk was created when Corralitas Drive originally divided from the rest of the community when the 2 Freeway was built. The 2 Frwy cut off our only other vehicular access to the neighborhood.

Corralitas Walk is a 9'8" public "walk street" right-of-way. The sidewalk is only about 5' wide. A steep slope rises up from the sidewalk. The other side is a very narrow strip of parkway behind a chain link fence of the 2 Freeway. Putting a sound wall here will create a dark alleyway that will be a constant source of problems.



#32

Currently Corralitas Walk is well used by the neighborhood because despite the graffiti on the sidewalk it does not feel dangerous. I guarantee women and children will stop using it as soon as you close it in with a wall as they will not feel safe. (We have a hard enough time getting graffiti painted over on other clearly exposed and accessible Cal-Trans property – a sound wall here will be a magnet for problems.)

Visual Impacts and Light & Shade:

The environmental review fails to evaluate the loss of a quarter mile of vegetation and trees on either side of the 2 Frwy that make living next to a freeway tolerable. Do not underestimate the psychological effect of dense vegetation and trees. We still don't have trees on my stretch of the 2 Frwy and I rue not pushing harder for trees when we got bushes that didn't grow to block the view of the freeway from street level.

#33

Visual Impacts and Light & Shade continued...

The addition of a quarter mile of sound walls on either side of the 2 Frwy, which generally runs north south, will make it considerably harder for new trees and vegetation to grow as light will be blocked for half the day by the walls. The number of hours of light in this corridor are further restricted by the steep hills that block the morning and afternoon sun. This was not evaluated in the environmental review and is very significant since you will be removing mature vegetation and trees (although no one seems to know exactly how many trees).

#34

Thus it is highly likely we will face graffiti covered sound walls with no vegetation for many, many years to come. This will devalue neighborhood property and further disenfranchise a neighborhood unduly impacted by the 2 Frwy.

The character of the neighborhood will be irreparably damaged by sound walls, since the character of the neighborhood reflects our strong urban forest values.



#35

Cumulative Impacts:

The failure to evaluate environmental effects north of Oak Glen shows the failure to evaluate cumulative impacts on a neighborhood unduly impacted by freeways and commuter traffic.

#36

As I described in all the earlier sections, anything you do to the 2 Terminus, including doing nothing, affects my neighborhood a quarter mile away. **The EIR failed to even evaluate environmental effects of the increased traffic within the scope of the study.** The traffic effects are cumulative as it just pushes the bottleneck closer to my neighborhood.

Until the environmental effects are evaluated per the required scope of the study, this EIR should not be approved.

Sincerely,

Diane Edwardson

Submitted via email July 2, 2009

CC: Molina
Garcetti
DeLeon
EPCAC

SR2 Terminus Redesign – Edwardson Response to EIR – July 2, 2009

page 9

Response to Comment #1

The comment in support of Alternative D is noted for the record by Caltrans and Metro.

Response to Comment #2

The study area for the technical analyses of the preferred alternative, Alternative F – Hybrid Alternative, encompasses an area extending approximately from the I-5/SR-2 interchange on the north to Aaron Street on the south.

Response to Comment #3

Please see the response to Comment #2 above. Also, it should be noted that the traffic study prepared in support of the Draft IS/EA considered existing and future traffic conditions for six alternatives (one no-build and five build alternatives) at 21 intersections including intersections south of the I-110 freeway, which is well south of the Berkeley Avenue and Alvarado Street intersection noted in the comment. The traffic study scope of work and the analyzed intersections were determined based on consultation with Metro, LADOT, and Caltrans.

Response to Comment #4

The traffic study analyzed traffic effects for each proposed alternative under existing conditions, 2030 conditions, and 2033 conditions. Traffic projections for the analyzed alternatives have taken into account regional and local traffic growth at study intersections that would be affected by the terminus reconfiguration. The traffic growth was approximately one percent per year based on the travel demand model forecasts from SCAG.

Response to Comment #5

Please see the response to Comments #2 and #3 above and the addenda to the technical studies, which are printed under separate cover to this Final IS/EA.

Response to Comment #6

When the field work for the project was conducted in 2006, noise measurements were conducted along Corralitas Drive as well as other locations in the study area. Because the alternatives developed for the Draft IS/EA focused on improvements in the immediate vicinity of the terminus, which extended as far north as approximately Oak Glen Place, only the measurements and data necessary to assess the impacts of those improvement were included in the Technical Noise Study Report and Draft IS/EA section. The preferred alternative, Alternative F, which was developed subsequent to public circulation of the Draft IS/EA, includes components of the other build alternatives as well as restriping of the southbound SR-2 lanes from the I-5/SR-2 interchange to Glendale Boulevard. The Addendum to the Noise Study Report (June 2010), which evaluates the noise impacts of the preferred alternative, Alternative F, includes the noise data for the area in question (ST7 and LT2). The Addendum is printed under separate cover to

this Final IS/EA and is available for review at Caltrans' offices and local public libraries in the project area. Also see the revised noise section (section 2.2.7) of this Final IS/EA.

Response to Comment #7

For the purpose of this traffic study, no traffic count surveys were conducted at locations identified by the commenter.

Response to Comment #8

Please see the response to Comment #3. In addition, the VISSIM traffic simulation, which was conducted as part of the traffic study, accounted for queuing back towards the I-5/SR-2 interchange.

Response to Comment #9

No reduction of capacity of the SR-2 terminus was assumed for the analyzed alternatives in the traffic study.

Response to Comment #10

The proposed project would not increase traffic on Allesandro Street or Allesandro Way and improvements to those streets are not proposed as part of the SR-2 Freeway Terminus Improvement Project.

Response to Comment #11

The new open space that would be created west of the flyover under the preferred alternative, Alternative F – Hybrid Alternative, could be developed, contingent upon securing additional funding, to include a Class I bike path as well as pedestrian paths that would connect Glendale Boulevard and Tommy Lasorda Field of Dreams on the south to Oak Glen Place on the north. The route for a bikeway that would connect Oak Glen Place to Riverside Drive and ultimately the Los Angeles River would need to be determined by the City of Los Angeles based on further study but could potentially be provided via Class II or III bikeways on existing surface streets.

Response to Comment #12

Comment noted. The opinions and advice and guidance of the community will continue to be solicited during final design and construction to ensure community concerns are considered and addressed to the extent feasible. Specific concerns regarding traffic issues or detours are best directed to the local transportation authority – the City of Los Angeles Department of Transportation (LADOT). LADOT will, in turn, provide input to either Caltrans and/or the Consultant Design Engineers, who will consult with the Traffic Engineers.

Response to Comment #13

Comments noted. A Traffic Management Plan will be prepared for the proposed project that will include detour plans, if needed (note: no detours are anticipated at this time).

Response to Comment #14

Under the preferred alternative, Alternative F – Hybrid Alternative, the flyover would remain for use by motor vehicles and no major construction would occur immediately adjacent to St. Teresa’s school or other schools in the project area. Nor is it anticipated that any detours would be required that would substantially increase traffic on local streets immediately adjacent to project area schools. Consequently, it is not anticipated that crossing guards at St. Teresa’s or other local schools will be required during construction of the proposed project. Also, please see the response to Comment #13 above.

Response to Comment #15

Please see the response to Comment #10 above.

Response to Comment #16

The project site is located within SCAQMD Source Receptor Area (SRA) 1. The official air monitoring station for SRA 1, as discussed in the Draft IS/EA, is the Los Angeles-North Main Street station (number 70087) located at 1630 North Main Street in Los Angeles. That station site is located in close proximity to several major freeways that experience high truck volumes; thus, the pollutant concentrations recorded at that station represent potential worst-case pollutant concentrations for the purpose of conducting air quality analyses for projects within SRA 1.

Response to Comment #17

The preferred alternative, Alternative F, would reduce total vehicle travel delay and congestion through the terminus compared to the No-Build Alternative and build Alternatives A through E. As a consequence, Alternative F would result in decreased pollutant emissions in the study area compared to the other alternatives (see the Addendum to the Air Quality Report and revised Air Quality section (Section 2.2.6) of this Final IS/EA).

Response to Comment #18

Please see the response to Comment #17 above. Also, the new open space created west of the flyover, under Alternative F, would be landscaped to Caltrans’ standards. Further improvements to the new open space area, such as additional landscaping and pedestrian and bike paths, will be contingent upon securing the necessary funding. An agreement between Caltrans and the City of Los Angeles Department of Recreation and Parks will also be required for the City to operate and maintain the new improved open space before park-like improvements can be made to the new open space area.

Additionally, under Alternative F, landscaping in the median and along the sides of the SR-2 freeway will be preserved as much as feasible. Shrubs, groundcover, trees or vine will be planted depending on the amount of space and in conformance with Caltrans planting setbacks, planting policy, and input from Caltrans' Maintenance division.

Response to Comment #19

Please see the responses to Comments #17 and #18 above.

Response to Comment #20

Please see the response to Comment #6 above.

Response to Comment #21

The analysis of noise effects on adjacent noise-sensitive land uses is an integral part of the project planning and design process. The methodology used for the project was in accordance with Federal Highway Administration and California Department of Transportation policies and procedures. As part of the planning process, the technical feasibility of soundwalls is intentionally separated and distinguished from the reasonableness of such soundwalls. The reasonableness of soundwall construction includes but is not limited to the cost of construction, input from the public, aesthetics, and other effects including potential effects on biological resources.

Response to Comment #22

Please see the response to Comment #6. The study area for the preferred alternative, Alternative F – Hybrid Alternative, included the Corralitas Drive area. The residences in this area (Corralitas Drive) were considered for noise abatement (see the Addendum to the Noise Study Report printed under separate cover) and found to either not approach or exceed the FHWA/Caltrans Noise Abatement Criteria, or it was found that effective sound walls would not be feasible to construct because of topographical conditions.

Response to Comment #23

Comments noted. Also, please see the response to Comment #22 above.

Response to Comment #24

The California Environmental Quality Act (CEQA) requires analysis and public disclosure of all significant impacts to the physical environment. However, it does not require that such information be provided at an exhaustive level of detail. Rather, the level of detail must be commensurate with the public need to broadly but clearly evaluate the benefits and costs of the project. Thus, the information provided in technical documents used in preparing the Draft IS/EA for the proposed project, including the Natural Environment Study (NES; March 2008), is sufficient for that purpose. To evaluate the project, it is not necessary, for example, to know the

exact number, species, location, size, height, health, or ownership of every individual tree, shrub, and other vegetation potentially being affected by the project.

As noted in the NES (p. 15), “Under project Alternatives A through E, removal of some trees is anticipated. According to City of Los Angeles policies and ordinances, all removed trees must be replaced, whether native or not. Because very few native trees are present and many of the nonnative trees are invasive species (see below), and because of the lack of potential for those trees present to provide habitat for special-status species, impacts to trees under this project would not result in any loss of value or habitat to any native plants or wildlife”

Response to Comment #25

Vegetation removal for sound walls was evaluated as part of the overall impacts to biological resources in the NES. As noted there, “The vegetation supported on the BSA consisted primarily of nonnative trees, shrubs, grasses, and ground cover. Tree species frequently encountered during the site visit included Peruvian pepper-tree (*Schinus molle*), Brazilian pepper-tree (*Schinus terebinthifolius*), Tasmanian blue gum (*Eucalyptus globulus*), ornamental pines (*Pinus* sp.), Mexican fan palm (*Washingtonia robusta*), and tree-of-heaven (*Ailanthus altissima*). Common shrub species included oleander (*Nerium oleander*) and cape plumbago (*Plumbago auriculata*). Frequently observed herbaceous plants included white amaranth (*Amaranthus albus*), short-pod mustard (*Hirschfeldia incana*), telegraph weed (*Conyza canadensis*), red-stemmed filaree (*Erodium cicutarium*), and castor-bean (*Ricinus communis*). Common grass species included Bermuda grass (*Cynodon dactylon*), foxtail chess (*Bromus madritensis*), annual bluegrass (*Poa annua*), and fountain grass (*Pennisetum setaceum*). In addition, sea-figs (*Carpobrotus chilensis* and *C. edulis*) were observed throughout the BSA.”

Nearly all plant species present are nonnative, and many of the most abundant trees, shrubs, and herbs are considered noxious weeds. Removal of these species would not result in any substantial adverse or significant impacts to biological resources.

Response to Comment #26

Toyon (*Heteromeles arbutifolia*) is a common to abundant shrub from Oregon south into Mexico. Many thousands of acres dominated by this species are present, and protected, in nearby mountains and open spaces. It has no special legal or regulatory status at city, State, or federal levels. Loss of the individuals at the project site, even if long-established, would not constitute a substantial adverse or significant impact at any biologically meaningful scale.

Response to Comment #27

Evaluation of vegetation and wildlife was performed in the NES, and that information was summarized in the Draft IS/EA. Very little of the vegetation present is native, and conditions suggest that some or all of what is native was planted rather than naturalized or remaining from prior to urbanization. A small amount of urban-adapted, native wildlife is present, but there is no reasonable potential for species with special legal or regulatory status. The NES mentioned three urban-adapted wildlife species with special, state regulatory status (Cooper’s hawk, sharp-shinned hawk, and California gull) that might occur but would not be adversely affected by the project. In

2008 the California Department of Fish and Game revised the list of state Species of Special Concern. Though other species were added, all three of these species were dropped off of that list and no longer have any type of special status.

Response to Comment #28

There is no evidence of, and substantial evidence against, the presence of, “extensive urban wildlife.” Approximately 20 types of wildlife, including insects, are mentioned by the commenter. All but one are common and widespread, with no special legal or regulatory status. The one species mentioned that has special status, golden eagle, is extremely unlikely to occur in an urban area far from suitable habitat. It also can be easily confused with other more common and urban-tolerant raptors. Even in the extremely unlikely event it were to occur, it would not utilize the urban area itself but would simply pass overhead in search of suitable habitat elsewhere, unaffected by the proposed project. Any adverse impact to the small numbers of native wildlife species present would be unfortunate, but far below anything that might reasonably be considered a substantial adverse or significant impact to biological resources under NEPA or CEQA, respectively.

Response to Comment #29

As stated above, Cooper’s hawk and sharp-shinned hawk are-adapted species with no special status. Populations of Cooper’s hawks have been increasing for some time in many urban and suburban areas of California, and there is no evidence of decline in the sharp-shinned hawk, which does not nest in or near the southern California lowlands. Red-tailed Hawk and American Kestrel are considered the two most abundant raptor species in California at this time, and are also among the most urban-adapted. While some of these species are likely present in small numbers, the proposed project would have little or no overall adverse effect to these species or regional populations.

Response to Comment #30

As with the above bird species, common gray fox is widespread across the western U.S. and not known to be in decline. Any project impacts would be unfortunate, but would certainly not be meaningful to the species or regional populations, and would not be a substantial adverse or significant impact under NEPA or CEQA, respectively.

Response to Comment #31

Although it’s acknowledged that soundwalls could be targets for graffiti vandals, as discussed in Section 2.1.10 (Visual/Aesthetics) of the Draft IS/EA, the build alternatives, including the preferred alternative, Alternative F, “would include extensive landscape screening of soundwalls utilizing a combination of vines, replacement trees, and shrubbery.” These measures would minimize potential visual impacts.

Response to Comment #32

No soundwall is proposed along Corralitas Walk.

Response to Comment #33

Comments noted. Also, please see the response to Comment #31 above.

Response to Comment #34

Although mature vegetation and trees will be removed to construct the soundwalls, as noted above, the proposed project “would include extensive landscape screening of soundwalls utilizing a combination of vines, replacement trees, and shrubbery.” Also, please see the responses to Comments #24 and #25 above.

Response to Comment #35

As acknowledged in this IS/EA, the removal of vegetation and trees would have an adverse visual impact. However, this visual impact would be minimized with implementation of the measures identified above. Additionally, the soundwalls would have a beneficial effect on the community by reducing noise levels at nearby noise-sensitive residential uses.

Additionally, in accordance with federal regulations and Caltrans Traffic Noise Analysis Protocol (August 2006), the opinions of affected residents, as well as other factors, such as cost, will be considered in determining whether noise abatement, e.g., soundwalls, are reasonable. As stated in the federal code of regulations (23CFR772.11 [f]), “The views of the impacted residents will be a major consideration in reaching a decision on the reasonableness of abatement measures to be provided.” Thus, if a noise barrier (soundwall) is reasonable from a cost perspective but none of the affected residents want it, the barrier probably would not be considered reasonable to build. The acoustic and engineering feasibility and cost reasonableness of proposed noise abatement for the proposed project is reported in the Noise Abatement Decision Report (NADR), which is a public document, printed under separate cover that is available for public review at Caltrans District 7 offices. According to the Traffic Noise Analysis Protocol, the “noise abatement recommendation in the NADR will become the proposed noise abatement decision unless compelling information received during the public review or the final decision process indicates that it should be changed.” An example of “compelling information” would be opposition to the soundwall by the affected residents.

Response to Comment #36

Cumulative effects in the area north of Oak Glen Place would be limited to potential traffic impacts and the noise and air quality impacts of future traffic volumes along SR-2. As evident in the responses to the comments above and documented in the addenda to the technical studies (printed under separate cover) and in this IS/EA, those impacts would not be substantially adverse.

Comment Letter B14: Gale Jaffe (07/01/09)

From: gale jaffe [gale_jaffe@yahoo.com]
Sent: Wednesday, July 01, 2009 11:13 PM
To: Taylor, Irv
Subject: Terminus 2 Project

Mr. Taylor,

I would like to submit a comment about the proposed changes to the ending of the 2 FWY.

There is no need to make dramatic changes. We do need something thing to keep traffic from cutting through over the hill to Silver Lake Blvd. A median on Glendale from the current bridge to Earl street would accomplish this. A stop light as traffic comes off the FWY would only cause traffic to back up more. Cars sitting and idling would cause more soot and pollution in the area.

#1

Thank you for your consideration.

Gale Jaffe
Region 4 Rep. of the SLNC
(I am not writing on behalf of the SLNC)

Response to Comment #1

LADOT's Silver Lake North Sub-Area Neighborhood Traffic Management Plan implemented a left-turn restriction sign on Glendale Boulevard at Earl Street, not a median. Cut-through traffic between Glendale Boulevard and Silver Lake Boulevard was effectively eliminated in this sub-area as a result of the entire traffic mitigation and calming program. In February 2007, a survey was administered asking residents whether they supported those traffic restrictions. Needing a supermajority to keep the restrictions in place, the "yes" responses tallied just 58.97% of the total vote and the measures were removed.

Comment noted regarding the signal and delay for traffic off the freeway.

Comment Letter B15: Barbara Jarvik (06/11/09)

From: Barbara Jarvik [bjarvik@earthlink.net]
Sent: Thursday, June 11, 2009 8:56 AM
To: Taylor, Irv
Subject: Freeway Terminus improvement project.

I am in favor of alternative D. It would solve problems while adding good things to the area, without exorbitant costs.] #1

Barbara Jarvik
Echo Park Resident
1465 Avon Terrace
Los Angeles, CA 90026

Response to Comment #1

The comment in favor of Alternative D is noted for the record by Caltrans and Metro.

Comment Letter B16: Ben Juarez (06/09/09)



Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Community Workshop
June 9, 2009 – Mayberry Elementary School



Name:

Ben Juarez

Affiliation (i.e. organization, resident, business):

Address:

1336 Allesandro St #1, Los Angeles, 90026

Phone/Cell:

213-484-2682

Email:

Please rank the alternatives from best (1) to least favorable (5).

<u>No</u>	Alternative A - Widen Existing Ramps
<u>No</u>	Alternative B - Realign Ramps East, Remove Flyover and Part of Overpass
<u>No</u>	Alternative C - Realign Ramps East, Remove Flyover and Overpass
<u>1</u>	Alternative D - Realign Ramps East, Retain Flyover and Overpass
<u>2</u>	Alternative E - Realign Ramps East, Retain Flyover and Overpass, Relocate Retaining Wall

Please provide your comments on each of the five alternatives and their characteristics.

Alternative A - Widen Existing Ramps, Maintain Overpass

No

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to Taylori@metro.net or faxed to 213-922-3005.



Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Community Workshop
June 9, 2009 – Mayberry Elementary School



Alternative D - Realign Ramps East, Retain Flyover and Overpass

This Alt. I feel is the best. It is the easiest to construct, and also is the least disruptive to construct. I also like very much the idea of retaining the overpass. It is a perfectly good bridge and the area as you pointed out can be ~~used~~ reused as part of enlarging the green area. (to demo the overpass would be a waste of a good existing structure that could be reused).

#1

Alternative E - Realign Ramps East, Retain Flyover and Overpass, Relocate Retaining Wall

This Alt. is very ~~diff~~ similar to Alt D.
This is my ~~my~~ #2 choice.

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to TaylorI@metro.net or faxed to 213-922-3005.

Response to Comment #1

The comment in favor of Alternative D is noted for the record by Caltrans and Metro.

Comment Letter B17: Sandy Kaye (06/16/09)

Comment Letter B47



**Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Public Hearing
June 16, 2009 – Mayberry Elementary**



Name: SANDY KAYE

Affiliation (i.e. organization, resident, business): DUANE STREET ASSOCIATION

Address: 2353 DUANE ST. LA 90039

Phone/Cell: 213 999 3869

Email: TEMPADIME@YAHOO.COM

Please rank the alternatives from best (1) to least favorable (5).

- 5 ^{sk} Alternative A - Widen Existing Ramps
- 3 Alternative B - Realign Ramps East, Remove Flyover and Part of Overpass
- 4 ^{sk} Alternative C - Realign Ramps East, Remove Flyover and Overpass
- 2 ^{sk} Alternative D - Realign Ramps East, Retain Flyover and Overpass
- 1 ^{sk} Alternative E - Realign Ramps East, Retain Flyover and Overpass, Relocate Retaining Wall

Please provide your comments on each of the five alternatives and their characteristics.

Alternative A - Widen Existing Ramps, Maintain Overpass

- SAFETY ISSUE OF HIGH SPEEDS ON FLYOVER REMAINS.
 - CUT THROUGH TRAFFIC OF CARS EXITING ON GLENDALE BLVD. NORTH RAMP MOVING STRAIGHT ONTO WATERLOO/DUANE TO ACCESS SILVER LAKE BLVD. MAZZARO REMAINS. 3000+ CARS PER DAY USED THIS CUT THROUGH!

NO!!!

- ~~CONSTRUCTION~~

#1
#2

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to TaylorI@metro.net or faxed to 213-922-3005.



Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Public Hearing
June 16, 2009 – Mayberry Elementary



Alternative B - Realign Ramps East, Remove Flyover and Part of Overpass

Alternative C - Realign Ramps East, Remove Flyover and Overpass

IF YOU'RE GOING TO SPEND 22.1 MILLION HERE,
WHY NOT MAKE IT PRETTIER WITH ALT. E @ 23.7 MILLION?

#3

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to Taylori@metro.net or faxed to 213-922-3005.



Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Public Hearing
June 16, 2009 – Mayberry Elementary



Alternative D - Realign Ramps East, Retain Flyover and Overpass

NICE, BUT I UNDERSTAND THE ROADS ARE TOO NARROW
FOR LEGAL FREEWAY PURPOSES.

#4

Alternative E - Realign Ramps East, Retain Flyover and Overpass, Relocate Retaining Wall

NICE. AND SOLVES WIDTH ISSUE IN ALT. D.
(CAN'T YOU FIND A COMPANY TO BUILD THE RETAINING WALL
FOR LESS THAN 6 MILLION?!? WHEW!)

#5

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to Taylori@metro.net or faxed to 213-922-3005.

LOOK! →

NAME AFFILIATION ADDRESS



Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Public Hearing
June 16, 2009 – Mayberry Elementary



NO NO BUILD Synchro model doesn't reflect the cut-thru from
2 Glendale Blvd N off ramp straight to Waterloo/Duane/SLB
3000+ CARS
DON'T IGNORE THIS ORIGINAL PLANNING + BUILDING A MISTAKE

#6

→ TREES ON Glendale Blvd North NEAR DUANE/FARGO
IN THE MEDIAN WOULD BE LOVELY. 😊 & HELPFUL.

#7

ALT. E
yes.
DON'T IGNORE THE SAFETY ISSUE WITH A NO-BUILD.
FLYOVER IS DANGEROUS!!

#8

* THE REAL ISSUE here is the 5 ~~South~~ TO THE 101 NORTH (WEST)
INTERCHANGE BEING ANTIQUATED + DYSFUNCTIONAL AROUND
DODGER STADIUM. UPDATING/WIDENING THIS WOULD ALLEVIATE
+ MODERNIZE TRAFFIC FLOW THROUGHOUT THIS AREA.

#9

Thank you!
Sandy Kaye

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to TaylorI@metro.net or faxed to 213-922-3005.

Response to Comment #1

Comment noted. The preferred alternative, Alternative F, similar to Alternative A, would retain the flyover for use by motor vehicles. However, restriping of Glendale Boulevard and installation of meters on the flyover would reduce the safety hazards identified in the comment.

Response to Comment #2

Cut-through traffic between Glendale Boulevard and Silver Lake Boulevard was effectively eliminated in this sub-area during LADOT's Silver Lake North Sub-Area Neighborhood Traffic Management Plan implementation period. In February 2007, a survey was administered asking residents whether they supported those traffic restrictions. Needing a supermajority to keep the restrictions in place, the "yes" responses tallied just 58.97% of the total vote and the measures were removed.

Response to Comment #3

The preferred alternative is Alternative F, the Hybrid Alternative, which retains the flyover for motor vehicle use but relocates the southbound SR-2 exit ramps similar to Alternatives B through E creating new open space immediately west of the flyover.

Response to Comment #4

Please see the response to Comment #3 above.

Response to Comment #5

No retaining wall is required under the preferred alternative, Alternative F – Hybrid Alternative.

Response to Comment #6

Comment noted. Scoping meetings on the project, which initiated the environmental data collection phase of the project, were held in April of 2006. The traffic study was based on traffic count data collected in June 2006, which was during LADOT's Silver Lake North Sub-Area Neighborhood Traffic Management Plan implementation period. Traffic counts were collected at the affected study intersections in September 2007 to determine changes in travel patterns resulting from the removal of the traffic calming devices. It is recommended that LADOT conduct a neighborhood traffic study after the locally preferred alternative is implemented and traffic flow has stabilized.

Response to Comment #7

Comment noted. Additional landscaping would be provided as part of the proposed project.

Response to Comment #8

Comment noted. Also see the response to Comment #1 above.

Response to Comment #9

Comment noted. Also, please note that the traffic study scope of work and the analyzed intersections were determined based on consultation with Metro, LADOT, and Caltrans.

Comment Letter B18: Sandy Kaye (07/01/09)

SK <tempadime@yahoo.com>

07/01/2009 11:03 AM

To javad_rahimzadeh@dot.ca.gov,
sheik_m_moinuddin@dot.ca.gov

cc

Jinous Saleh <jinous_saleh@dot.ca.gov>, Rob Elk
<rteik@earthlink.net>, jodi dsa <tjodio@aol.com>

Subject

Re: [csslror] 7/1 RTE 2 Public
Comments Javad Rahimzadeh et al d
[1 Attachment]

Re: Dion Neutra's email to you guys: Please do not let him hold up the process. He is one person who speaks for himself and not anyone else. If he spoke for a group of people he would be head of a coalition and have members. He does not. Please take this into account.

The Duane Street Association is a coalition of homeowners and residents of Duane Street which is directly affected by this project. We are seeking a fix to the "mistake" made when the 2 freeway project was terminated and left leading DIRECTLY ONTO OUR STREET AT THE GLENDALE BLVD NORTH EXIT AT WATERLOO. COMMUTERS USE IT DAILY AS A "SILVER LAKE BLVD" 'OFF-RAMP'. Not as the Glendale Blvd North exit.

We need this error corrected to stop the 24\7 daily influx of cut-through traffic onto our street. Traffic signs implemented by the DOT and our coalition along with Councilman Garcetti's office and the State Assemblyman's office have proved only slightly effective as most commuters continue to use the cut-through regardless of the risk of getting a ticket. As you know, the LAPD is admittedly stressed for resources, and can't effectively monitor the situation.

WE SEEK A PERMANENT FIX TO THE MISTAKE!

We have the support of the offices I have mentioned as well as the Silver Lake Neighborhood Council.

Thank You,
Sandy Kaye
Duane Street Association

From: Dion Neutra <dion@neutra.org>
To: javad_rahimzadeh@dot.ca.gov; sheik_m_moinuddin@dot.ca.gov
Cc: Jinous Saleh <jinous_saleh@dot.ca.gov>
Sent: Wednesday, July 1, 2009 9:18:37 AM
Subject: [csslror] 7/1 RTE 2 Public Comments Javad Rahimzadeh et al d
[1

#1

Attachment]

[Attachment(s) from Dion Neutra included below]

7/1/09

Gentlemen:

I don't know how much of this you've received copies of, or followed, but you can scroll down and see that I've been trying to follow up on the informational meeting at which I met M.S. Saleh, and tried to get a dialog going.

I'd really like to seriously throw the 'Neutra Alternative' into the mix, since I feel this one could be tried WHILE plans were being made for whatever other scheme might be chosen.

Since any such ambitious 'other' alternative may take years to implement if it involves serious construction, why not try mine in the meanwhile? No matter what you decide, the freeway is still going to end where it does, and traffic should slow down and be diverted as much as possible to mitigate cut through movements through our neighborhood. Make sense?

What would be involved to implement my proposals and how could we estimate their cost, even if only approximately?

1. Diversion signs on the freeway and at key inetersections within the neighborhood.
2. Speed reduction means that have 'teeth' and are more likely to be effective.

I would appreciate knowing who has the authority to implement these kinds of interventions and whether funds for this sort of thing might already reside in some sort of 'improvement' fund that could be tapped. Here's a good 'stimulous' activity that would put a few people to work!

Sincerely,

Dion Neutra, architect

Response to Comment #1

Comments noted. The preferred alternative, Alternative F – Hybrid Alternative, would retain the flyover for motor vehicle use and would help reduce cut-through traffic by preventing SR-2 motorists who exit onto northbound Glendale Boulevard from making a left turn onto Waterloo Street at the intersection of Waterloo and Glendale.

Comment Letter B19: Jim Kwiej (06/11/09)



Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Community Workshop
June 11, 2009 – Barlow Hospital, Williams Hall



Name: JIM KWIEJ
Affiliation (i.e. organization, resident, business): Home owner
Address: 2228 ELSINORE ST
Phone/Cell: 213 483-9849
Email: NPDIDIT@YAHOO.COM

Please rank the alternatives from best (1) to least favorable (5).

<u>Alternative A - Widen Existing Ramps</u>
<u>Alternative B - Realign Ramps East, Remove Flyover and Part of Overpass</u>
<u>Alternative C - Realign Ramps East, Remove Flyover and Overpass</u>
<u>Alternative D - Realign Ramps East, Retain Flyover and Overpass</u>
<u>Alternative E - Realign Ramps East, Retain Flyover and Overpass, Relocate Retaining Wall</u>

Please provide your comments on each of the five alternatives and their characteristics.

Alternative A - Widen Existing Ramps, Maintain Overpass

See next page

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to Taylor@metro.net or faxed to 213-922-3005.



Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Community Workshop
June 11, 2009 - Barlow Hospital, Williams Hall



WHAT I'M SEEING IS A PROJECT
TO SLOW SOUTH BOUND TRAFFIC OFF
#2 FREEWAY. THIS IS MY SIMPLIST
UNDERSTANDING.

TWO YEARS. 12 TO 24 MILLIONS DOLLARS.
TWO YEARS OF NEIGHBORHOOD UPRIVAL
WHO KNOWS WHAT WILL HAPPEN TO THE
ENVIRONMENT.

REMOVAL OF A BRIDGE THAT ALLOWS
TRAFFIC FLOW NORTHWARD - IT WORKS.

WHATS WRONG WITH SIMPLE TRAFFIC
SIGNALS TO CONTROL TRAFFIC? AM I
MISSING SOMETHING? I.E., 105 FREEWAY E/B
INTERCHANGE TO 110 N/B. GRANTED THERE
IS BACKUP. NO WORSE THEN (2) S/B, BUT
IT DOES CONTROL THE SPEED AS WELL
AS THE FLOW.

LITTLE COST IN COMPARISON - LITTLE
OR NO ENVIRONMENT ISSUE NO TWO
YEARS OF CONSTRUCTION.

#1

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to TaylorI@metro.net or faxed to 213-922-3005.

Response to Comment #1

The preferred alternative, Alternative F – Hybrid Alternative, would retain the flyover for motor vehicle use, relocate the southbound SR-2 exit ramp to the east and allow right-turns only onto northbound Glendale Boulevard, restripe Glendale Boulevard to reduce the safety hazards posed by high-speed traffic on the flyover merging with the southbound Glendale Boulevard lanes, restripe the southbound SR-2 lanes to improve operation of SR-2, include new signage at the I-5/SR-2 interchange and along southbound SR-2, and would provide meters on the flyover to regulate traffic flow. These improvements would reduce vehicle delay through the terminus, improve safety, reduce neighborhood cut-through traffic, and also provide for additional open space for the community.

Response to Comment #1

The comment in favor of Alternative C is noted for the record by Caltrans and Metro.

Comment Letter B21: Sun Lee (07/06/09)

kenneth lee
<jadetree1943@gmail.com>

07/06/2009 11:52 AM

To jinous_saleh@dot.ca.gov
cc

Subject RT2 public comment

Dear Mr. Saleh:

As we all know by now, the reason that Glendale Freeway end up in the Silver Lake community is due to the fact that the Brown administration has budget problem. Not that this community wanted a freeway end up in their community or for any environment reasons..

The recent RT2 public meeting and its' conclusion did not represent the opinion of the great community. And from what I learned, is only going to move all the traffic to Silver Lake Blvd which has already carried the burden as the continuation of RT2.

The only way to solve all the problems the RT2 brought to this community is to continue its original plan, connect it with the Hollywood Freeway as originally planned. Let all the traffics from La Canada, Glendale by pass this residential area and end up where it supposed to go. I have talked to many residents living around Silver Lake Blvd, and this is our general opinion.

Sincerely,

Sue Lee
2242 Silver lake Blvd.
Los Angeles, CA. 90039

#1

#2

Response to Comment #1

Comment noted. The preferred alternative, Alternative F – Hybrid Alternative, would retain the flyover for motor vehicle use, relocate the southbound SR-2 exit ramp to the east and allow right-turns only onto northbound Glendale Boulevard, restripe Glendale Boulevard to reduce the safety hazards posed by high-speed traffic on the flyover merging with the southbound Glendale Boulevard lanes, restripe the southbound SR-2 lanes to improve operation of SR-2, include new signage at the I-5/SR-2 interchange and along southbound SR-2, and would provide meters on the flyover to regulate traffic flow. These improvements would reduce vehicle delay through the terminus, improve safety, reduce neighborhood cut-through traffic, and also provide for additional open space for the community.

Response to Comment #2

Comment noted. Also, please see the response to Comment #1 above.

Comment Letter B22: Clint Lukens (07/02/09)

From: Clint Lukens [clukens@clintlukensrealty.com]
Sent: Thursday, July 02, 2009 8:49 AM
To: Taylor, Irv
Subject: State Route 2 - NO BUILD OPTION

Dear Mr. Taylor,

As a resident and property owner in Silver Lake, please note I support the following NO BUILD option with mitigation measures of a raised median going north from the current bridge to at least Earl St to restrict the cut through traffic over Waterloo-Duane St to Silver Lake Blvd and increased landscaping between the inbound and outbound traffic.

#1

Please contact me if you have any questions, otherwise, I look forward to hearing the outcome of the proposal.

Best Regards,

Clint

--
Clint Lukens
President
CLINT LUKENS REALTY
550 S Hope St, Suite 500
Los Angeles, CA 90071
Ph: (213) 627-6153
Fx: (213) 627-6154
clukens@clintlukensrealty.com

<http://www.clintlukensrealty.com>
Lic # 01367014

*In association with RE/MAX Commercial

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Response to Comment #1

Comments noted. The preferred alternative, Alternative F – Hybrid Alternative, would retain the flyover for motor vehicle use and would help reduce cut-through traffic by preventing SR-2 motorists who exit onto northbound Glendale Boulevard from making a left turn onto Waterloo Street at the intersection of Waterloo and Glendale.

Also, please note that cut-through traffic between Glendale Boulevard and Silver Lake Boulevard was effectively eliminated in this sub-area during LADOT’s Silver Lake North Sub-Area Neighborhood Traffic Management Plan implementation period. In February 2007, a survey was administered asking residents whether they supported those traffic restrictions. Needing a supermajority to keep the restrictions in place, the “yes” responses tallied just 58.97% of the total vote and the measures were removed.

Comment Letter B23: James Maxtone-Graham (06/11/09)

From: Jamie Maxtone-Graham [mailto:jamagram@yahoo.com]
Sent: Thursday, June 11, 2009 9:38 PM
To: Taylor, Irv
Cc: echoparkcac@att.net
Subject:

Dear Mr. Taylor,

I am a home owner in Echo Park at 1920 Scott Avenue and I am writing you today regarding the SR2/Glendale Freeway Terminus Project.

I write to urge you to adopt the plan currently known as Alternative D. Alternative D, while not the least-expensive option, is in fact the second least-expensive. And while it addresses not only the needs of Metro and Caltrans, it also offers something to the community of Echo Park specifically in the creation of additional green space. In creating green space, it also offers something to the larger community, our global community, and will provide countless carbon offsets and in the generations to follow us, countless thousands of hours of play, recreation and opportunities for families to experience public park space in an intensely urban environment.

So I urge you as a public official to think beyond simple dollars, to think beyond political convenience and to consider to broadest possible public and LOCAL impact of the decision to be made here. Vote for Alternative D.

Alternative D is the choice the neighborhood supports, it is best for the community, it is best for the commuters and I hope you will find it the choice you will decide upon.

Thank you for considering this and for hearing my opinion.

Sincerely,

James Maxtone-Graham
1920 Scott Avenue
Los Angeles, CA 90026

#1

Response to Comment #1

Comments noted. Also, please see the responses to Comment Letter B2.

Comment Letter B24: Isa-Kae Meksin (06/09/09)



Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Community Workshop
June 9, 2009 – Mayberry Elementary School



Name: ISA-KAE MEK SIN
Affiliation (i.e. organization, resident, business): E. P. C. A. C.
Address: 1028 1/2 Laguna Ave.
Phone/Cell: (213) 250-4350
Email: _____

Please rank the alternatives from best (1) to least favorable (5).

<u>5</u>	Alternative A - Widen Existing Ramps
<u>5</u>	Alternative B - Realign Ramps East, Remove Flyover and Part of Overpass
<u>5</u>	Alternative C - Realign Ramps East, Remove Flyover and Overpass
<u>1</u>	Alternative D - Realign Ramps East, Retain Flyover and Overpass
<u>2</u>	Alternative E - Realign Ramps East, Retain Flyover and Overpass, Relocate Retaining Wall

Please provide your comments on each of the five alternatives and their characteristics.

Alternative A - Widen Existing Ramps, Maintain Overpass

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to TaylorI@metro.net or faxed to 213-922-3005.



Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Community Workshop
June 9, 2009 – Mayberry Elementary School



Alternative D - Realign Ramps East, Retain Flyover and Overpass

Alternative E - Realign Ramps East, Retain Flyover and Overpass, Relocate Retaining Wall

This project should be named for the person who created Glendale Blvd. Corridor project is the first place - SILJA TILLNER, a Finnish Architect, for her UCLA Urban Planning Master's Thesis -

I prefer this Option D as the one contributing most to the community - After years of being so impacted by the

#1

#2

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to Taylori@metro.net or faxed to 213-922-3005.



Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Community Workshop
June 9, 2009 – Mayberry Elementary School



commendable traffic, twice a day.
The ^{park} ~~gates~~, the various improvements
all these are significant for Echo
Park -

#2
cont'd

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to TaylorI@metro.net or faxed to 213-922-3005.

Response to Comment #1

The commenter's suggestion has been noted for the record by Caltrans and Metro.

Response to Comment #2

Comment noted. Also, please see the responses to Comment Letter B2.

Comment Letter B25: Rusty Millar (07/02/09)

From: The One [larunner1@sbcglobal.net]
Sent: Thursday, July 02, 2009 11:20 PM
To: Taylor, Irv
Subject: SR2 Terminus Project Comment

July 2, 2009

Mr. Taylor:

This is a comment pertaining to the SR 2 Terminus Project.

My suggestion for this project is to leave the current configuration as it is. None of the current designs A-F increase the traffic flow and considering that Glendale Blvd/Alvarado St south from this intersection are over design capacity more traffic will only exacerbate an already existing traffic nightmare for local residents. My suggestion is to leave the current flyway and traffic lanes as they are without any additional signalization or increased traffic lanes. Instead install a raised median from the flyway north along Glendale Blvd to at least Earl St to inhibit any cut through traffic to Silver Lake Blvd. This has been a major nightmare for residents along Waterloo St/Duane St for years with car count near 3000 vehicles a day on substandard city hillside streets.

#1

Also increase landscaping between the current lanes on SR2 east from the flyway to approximately I-5. This would accomplish one of the design features of alerting traffic that they are approaching a change of traffic venue, i.e. exiting the freeway to commercial/residential areas.

#2

While plans A-F offer some sort of addition of green space the installation of a traffic signal will only cause massive traffic congestion on southbound SR2 waiting to southbound Glendale Blvd it will also stop southbound traffic on Glendale Blvd which currently intermingles with the southbound SR2 traffic. The absolute negative in air quality impact and the resultant increase in soot from traffic will absolutely lend itself to increased respiratory issues for anyone in the area for at least I would guess one mile. With the traffic count of 71000 vpd through the intersection and peaking of approx 7200/hr stopping traffic for no gain in efficiency seems a waste of money not to mention the probable increase in health related issues which the state/city/Metro would share responsibility for.

#3

Putting in a raised median northbound with increased landscaping will have a much better effect on quality of life issues not to mention save multi millions of scarce resource dollars. A raised median with trees will be extremely beneficial both aesthetically and provide additional natural resources to improve air quality at a much lower cost.

#4

Thank you for your consideration.

Rusty Millar
850 Micheltoarena St
Los Angeles, CA 90026

I am a member of the Silver Lake Neighborhood Council and Chair the
Transportation and Public
Works Committee

Response to Comment #1

Comments noted. Cut-through traffic between Glendale Boulevard and Silver Lake Boulevard was effectively eliminated in this sub-area during LADOT's Silver Lake North Sub-Area Neighborhood Traffic Management Plan implementation period. In February 2007, a survey was administered asking residents whether they supported those traffic restrictions. Needing a supermajority to keep the restrictions in place, the "yes" responses tallied just 58.97% of the total vote and the measures were removed.

Also, please note that under the preferred alternative, Alternative F, on northbound Glendale Boulevard, a left-turn lane to Waterloo Street would continue to be provided; however, the left-turn pocket would be extended south and would be barrier separated from the adjacent northbound Glendale Boulevard lanes to prevent southbound SR-2 exit ramp traffic from entering the left-turn pocket and turning left onto Waterloo.

Response to Comment #2

Further landscaping improvements to the Glendale Boulevard and SR-2 medians will be considered during final design and will be contingent upon securing the necessary funding. Additionally, under Alternative F, landscaping in the median and along the sides of the SR-2 freeway will be preserved as much as feasible. Shrubs, groundcover, trees or vine will be planted depending on the amount of space and in conformance with Caltrans planting setbacks, planting policy, and input from Caltrans' Maintenance division.

Response to Comment #3

The preferred alternative, Alternative F – Hybrid Alternative, would not include a new signal at the terminus. Under the preferred alternative, the flyover would be retained for use by motor vehicles and the relocated southbound SR-2 exit ramp would be restricted to right-turns only onto northbound Glendale Boulevard. These and other improvements proposed under the preferred alternative would reduce overall vehicle delay through the terminus compared to the No-Build and other build alternatives.

Response to Comment #4

Please see the response to Comment #2 above.

Comment Letter B26: Darren Mueller (06/24/09)

From: Darren Mueller [mailto:muellerdarren54@yahoo.com]
Sent: Wednesday, June 24, 2009 1:56 PM
To: Taylor, Irv
Cc: Darren Mueller
Subject: Highway Sign

Echo Park Freeway 101 sign on Glendale Blvd has an obstruction. Sign also unreadable. [#1

Hollywood FWY 101: south 101 Rt lane obstruction unreadable, old. [#2

Also: Echo Park Ave. Road Very Fast, unsafe for Families, Children and animals. [#3

Solution; Road humps. Rerout Busses to Corners 600 w Bellevue Ave And 1600 Park Ave. Will Help Echo Park. [#4

Responses to Comment #1 - 3

The comments on existing signage and safety issues do not raise any environmental issues pertinent to the proposed project but are, nonetheless, noted for the record, and will be forwarded to the appropriate persons at Caltrans and the City for their consideration.

Response to Comment #4

Comment noted.

Comment Letter B27: Darren Mueller (06/24/09)

From: Darren Mueller [mailto:muellerdarren54@yahoo.com]
Sent: Wednesday, June 24, 2009 3:59 PM
To: Taylor, Irv
Cc: Darren Mueller
Subject: Highway problems

Highway 101 on Glendale blvd. has an obstruction, 101 sign also barely visible.

]

#1

Echo Park rerout busses to corners of Bellevue ave and Park st. Echo Park Speed humps to protect Families, Children and the Animals

]

#2

Response to Comments #1 and #2

Please see the responses to Comment Letter B26.

Comment Letter B28: Sallie Neubauer (06/29/09)

Comment Letter B72

Sallie W. Neubauer
1501 Cerro Gordo
Los Angeles, CA 90026
(323) 666-9651
June 29, 2009

Irv Taylor
Metro
1 Gateway Plaza
mail-stop 99-22-2
Los Angeles, CA 90012

RE: Initial Study/Environmental Assessment
State Route 2 Freeway Terminus Improvement Project

Although I remain skeptical that any of the four proposed alternatives will alleviate congestion, I am all in favor of creating more green open space. If a project is to be chosen, it should be alternative D because it preserves a connection between the two areas of proposed new green open space, and because it is the least environmentally disruptive. It also is the least expensive which would seem important to our cash-strapped state.

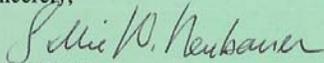
#1

Whatever alternative is chosen, it should include at least minimal development (turf, trees/irrigation system) of the open space, but preferably development including walkways, benches, tables and drinking fountains.

#2

Thank you for your consideration.

Sincerely,



Sallie W. Neubauer
Assistant President, Citizens Committee to Save Elysian Park

Response to Comment #1

Alternative F – Hybrid Alternative, which consists of components of the other build alternatives, has been identified as the preferred alternative by the Project Development Team. Alternative F would retain the flyover for motor vehicle use, relocate the southbound SR-2 exit ramp to the east and allow right-turns only onto northbound Glendale Boulevard, restripe Glendale Boulevard to reduce the safety hazards posed by high-speed traffic on the flyover merging with the southbound Glendale Boulevard lanes, restripe the southbound SR-2 lanes to improve operation of SR-2, include new signage at the I-5/SR-2 interchange and along southbound SR-2, and would provide meters on the flyover to regulate traffic flow. These improvements would reduce vehicle delay through the terminus, improve safety, reduce neighborhood cut-through traffic, and also provide for additional open space for the community.

Alternative F would provide 2.6 acres of open space compared to 3 acres under Alternative D and would cost \$18.2 million to design and construct. Alternative D would also cost \$18.2 million to design and construct.

Response to Comment #2

Comments noted. The new open space would be landscaped in accordance with Caltrans' standards. Further improvements to the new open space, such as pedestrian and bike paths and enhanced landscaping and other amenities, would be contingent upon securing the necessary funding and obtaining an agreement with the City of Los Angeles Department of Recreation and Parks to operate and maintain the new improved open space.

Comment Letter B29: Dion Neutra (06/17/09)

Dion Neutra
<dion@neutra.org>

To <jinous_saleh@dot.ca.gov>
06/18/2009 10:54 PM
cc

Subject 6/17 Northerners Advocate re RTE 2
Jinous Saleh, Cal Trans D

6/17/09 Jinous Saleh

It was nice to speak with you last night at the Hearing.

I feel someone should speak on behalf of the tens of thousands of commuters who daily use RTE 2 back and forth to the City. These people come from Foothill Blvd and environs; get on the freeway and hope to make their ways either to town or Hollywood. It's a shame that the freeway was scrubbed where it was, instead of at least carrying on to join the 101 at Vermont.

Regardless of which of the Alternatives is adopted, how about working to implement the following which would cost a fraction of most of them:

1. Erect signs on the Freeway, southbound alerting people to the possibilities of getting to Silverlake Blvd. via the San Fernando Rd. and/or Fletcher off ramps. This might divert a significant number of vehicles from ever GETTING to the terminus, which will become a nightmare if a signal is installed there. Signs reading 'FWY DETOUR' could be posted on various corners to direct people either to SLB or Hyperion as ways to get to Hollywood.

#1

This addresses in part local residents like those on Duane, who are annoyed by left turners coming down their streets to SLB, so called 'cut thru' traffic.

2. Consider speed mitigation measures in the last mile after the 5, as the flyover approaches. How about big signs announcing 'Freeway ends: 1000 ft; reduce speed'. 'End of Fwy 500' 35mph speed limit' '35mph Speed Limit; Radar Enforced' as traffic comes to the choice between flyover, right turn or signal as the case may be.

#2

An additional way to impress this could be to attach 'speed buttons' in the pavement starting 500' from the end. I've seen these used at the side of the roadway to warn motorists against drifting off the pavement onto the shoulder.

Have the ever been used purely to reduce speed?

Why not relandscape the parts of the flyover that are currently used to store fill dirt and are otherwise covered in weeds? That would make the whole area much more appealing and offer some more 'green' areas for those who desired them.

#3

The above three things would improve things considerably for a great deal less expenditure in this time of fiscal crisis. Would be applicable no matter which alternative is adopted, including the 'no project'.

I would appreciate being put in touch with the official who has to approve added signage on the freeway, to discuss how this part could be implemented?

#4

How about the button idea; who might I rap with on this idea?

Best regards, and thanks for all you do....

Dion Neutra

Dion Neutra, architect AIA, FISSD,
Dion Neutra, Inc. aka Richard and Dion Neutra, Architects and Associates
2440 Neutra Place Los Angeles, CA. 90039
Phone/Fax: 323 666 1806
Website: www.neutra.org E-mail: dion@neutra.org

Please copy this email when replying to me to facilitate communication.

Response to Comment #1

New freeway signage will be included in the improvements that would be implemented under Alternative F, the preferred alternative. The precise locations of new signs and electronic signage will be determined during final design.

Response to Comment #2

Comments noted. In addition to the new signage discussed in the response above, the preferred alternative will include a “slow-down” package of improvements to manage traffic flow and speeds. These improvements would include metering signals that would be installed on each lane of the flyover structure to regulate traffic flow and radar-triggered advance warning signs on southbound SR-2, south of the I-5/SR-2 interchange.

Response to Comment #3

The new open space and other non-pavement areas disturbed by construction activities under the preferred alternative would be landscaped in accordance with Caltrans’ standards (City standards for those portions within City right-of-way).

Response to Comment #4

The person at Caltrans to contact with questions regarding the proposed project is Jinous Saleh at 213-897-0683.

Comment Letter B30: Dion Neutra (06/23/09)

From: Dion Neutra [mailto:dion@neutra.org]
Sent: Tuesday, June 23, 2009 8:07 PM
To: Taylor, Irv
Subject: 6/23 Route 2 Terminus Irving Taylor; Metro d
6/23/09 Comment on 2 Terminus Due 7/2. Irving Taylor
THE NEUTRA ALTERNATIVE

Dear Irv:

As a resident at Earl St. and Neutra Place forever, I've been party to the complaints of the community about the cut through traffic and wasteland that is Glendale Blvd. for the half mile below the flyover. There are certainly legitimate issues to address here, no doubt.

But what has struck me from the beginning is how the squeaky wheels here who are my neighbors can influence studies that now exceed 3M in costs to address these concerns whereas the a majority of users who enter the 2 from Foothill Blvd and the region North of us have no voice in what will become of them when this intervention happens if it ever does.

Who is speaking for these folks, who use this freeway as a way to get either downtown or in the direction Hollywood in the mornings and return at night?

While admittedly the state of affairs is dire, none of the Alternatives really seem to address THEIR concerns; namely how can they get to where they want to go better?

Another element which is really part of the equation, when you come down to it, is the proposal to make the 100 acre Silver Lake site into a public park. Has anyone studied the liklihood of increased interest in this area from outside and what that will do to traffic counts? This will be upon us by the time any of the proposed alternatives even get started, much less completed.

#1

Bringing the whole thing to a dead stop at Fargo and the beginning of the flyover, if removed, with traffic waiting to pass the new signal in each direction at rush hour will simply create the worst possible nightmare of a back-up all the way to Foothill and to Echo Park in the other direction, very quickly and add many minutes to that commute. Whereas this is mentioned in passing in the discussion, the implication seems to be 'if you can't hack that, find another way to work or home', which is undoubtedly what will happen over time should this come to pass. What a way to run a freeway!

#2

I have another suggestion; Here are the pieces I would propose: Would love to know what this alternative; (call it the Neutra Alternative); would cost, and how much less disruption to the life of the community it would entail, not to speak of the thousands of those nameless commuters that currently use the system. Leave the flyover and current ramp layout and signals in place.

#3

1. Consider installing new warning signs starting at the 5 announcing the end of the Freeway and the need to reduce speed. The second sign says 'end of Freeway; 1000 ft reduce speed to 35 MPH'. A third sign says 'Freeway end ahead; surface cross traffic; 35MPH Camera controlled'. Somewhere in there starts a series of marker 'buttons' that make tires rumble when crossed, these increase in density as traffic approaches the flyover. More speed limit signs appear of the lighted kind which state 'Speed Limit 35MPH; YOUR speed is XX' camera controlled'.

#4

By the time traffic reaches the bottom of the flyover, there could be solid buttons for the first block to remind people this is a residential area. Would it be practical to make actual stops by officers of violators? If not, how effective are cameras recording license numbers and issuing citations?

Why have I not seen this sort of intervention suggested for the current layout? Not State Highway standard? This is NOT A STANDARD PROBLEM!

With reduced traffic speed, would commerce revisit the vacant storefronts along this area? Would this aswage the Echo Park constitutents who started all this?

2. Starting somewhere North, install signs alongside the southbound lanes saying 'Take next exit for Hollywood' These would encourage commuters to try San Fernando and/or Fletcher as means to get to SilverLake Blvd. and/or Hyperion/.Fountain rather than waiting for the Glendale Blvd. N. Option, or God forbid, Duane or Earl, which make people cringe. Approaching SLB along Glendale with a right turn is surely better than first driving South and then diverting West thru the residential neighborhood.

#5

Frwy Detour Signs would be posted at key corners to direct traffic as best possible. Over time and with experience traffic would learn to utilize these routes with some reduction of density and back tracking at the terminus.

3. Spend a half million in cleaning up the mess around the terminus and creating some pedestrian access to the unused portion of the flyover for a mini-park or other attractive use. How about a dog park on the pavement? Connect to La Sorda field? Some new planting and sprinklers would be welcome. Stop using the area as a respository for excess dirt.

#6

My vote would be to try this alternative BEFORE or WHILE gearing up for whatever alternative someone decides has won the current competition'.I'm guessing the whole thing could be accomplished for a mere 2M or so, right?

Compare that with ANY of the others except the 'No Project' alternative.

Like a voice in the wilderness, I launch this alternative for whatever those thousands out there, who shall be nameless might choose.

Best of luck; it's a thankless job, especially at a time when public resources are in such straits; it's actually immoral to propose some of the other more expensive schemes which depend on yet other monies to really flesh them out.

Sincerely,

Dion Neutra

Dion Neutra, architect AIA, FISS,
Dion Neutra, Inc.
2440 Neutra Place
Los Angeles, CA. 90039
Phone/Fax: 323 666 1806
Website: www.neutra.org E-mail: dion@neutra.org

Please copy this email when replying to me to facilitate communication.

Response to Comment #1

If the commenter is referring to the park improvements proposed under the Silver Lake Reservoir Master Plan, an Initial Study was prepared by the Los Angeles Bureau of Engineering that determined that the proposed project would not result in traffic or other significant impacts. Additionally, it should be noted that the traffic analysis prepared for the SR-2 Freeway Terminus Improvement Project assumed an annual growth rate in traffic volumes of 1.04% for the AM peak hour and 0.97% for the PM peak hour through the year 2030 to reflect the ambient or background growth in traffic on an annual basis and the traffic resulting from the completion of specific projects in or in the vicinity of the study area.

Response to Comment #2

Under the preferred alternative, Alternative F – Hybrid Alternative, the flyover would remain for use by motor vehicles. Alternative F would also relocate the southbound SR-2 exit ramp to the east and allow right-turns only onto northbound Glendale Boulevard, restripe Glendale Boulevard to reduce the safety hazards posed by high-speed traffic on the flyover merging with the southbound Glendale Boulevard lanes, restripe the southbound SR-2 lanes to improve operation of SR-2, include new signage at the I-5/SR-2 interchange and along southbound SR-2, and would provide meters on the flyover to regulate traffic flow. These improvements would reduce overall vehicle delay through the terminus in comparison to the No-Build and other build alternatives, improve safety, reduce neighborhood cut-through traffic, and also provide for additional open space for the community.

Response to Comment #3

Please see the response to Comment #2 above.

Response to Comment #4

Please see the responses to Comment Letter B29, Comments #1 and #2.

Response to Comment #5

Please see the response to Comment Letter B29, Comment #1.

Response to Comment #6

Comment noted. Under the preferred alternative, Alternative F, the unused portion of the overpass structure, adjacent to the flyover, could be used to provide a pedestrian connection from Tommy Lasorda Field of Dreams on the south to the new open space created on the north. The new open space will be landscaped in accordance with Caltrans' standards. Additional landscaping and enhancements to the new open space area, such as pedestrian and bike paths, will be contingent upon securing additional funding and obtaining the necessary agreement with the City of Los Angeles Department of Recreation and Parks to operate and maintain the new improved open space.

Comment Letter B31: Lori Oddino (06/09/09)



Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Community Workshop
June 9, 2009 – Mayberry Elementary School



Name: LORI ODDINO
Affiliation (i.e. organization, resident, business):
Address: 2004 APEX AVE #10 LA CA 90039
Phone/Cell:
Email: LODDINO@AOL.COM

Please rank the alternatives from best (1) to least favorable (5).

- 5 Alternative A - Widen Existing Ramps
- 3 Alternative B - Realign Ramps East, Remove Flyover and Part of Overpass
- 2 Alternative C - Realign Ramps East, Remove Flyover and Overpass
- 1 Alternative D - Realign Ramps East, Retain Flyover and Overpass
- 4 Alternative E - Realign Ramps East, Retain Flyover and Overpass, Relocate Retaining Wall

Please provide your comments on each of the five alternatives and their characteristics.

Alternative A - Widen Existing Ramps, Maintain Overpass

Absolutely not - in crossing lanes increases traffic dumping into residential neighborhood

- not a fan of losing sidewalk/crosswalk
- cars can still speed until they hit the light

#1

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to Taylori@metro.net or faxed to 213-922-3005.



Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Community Workshop
June 9, 2009 – Mayberry Elementary School



Alternative B - Realign Ramps East, Remove Flyover and Part of Overpass

Alternative C - Realign Ramps East, Remove Flyover and Overpass

Median can calm traffic

#2

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to Taylori@metro.net or faxed to 213-922-3005.



Comment Sheet
State Route 2 Freeway Terminus Improvement Project
Community Workshop
June 9, 2009 – Mayberry Elementary School



Alternative D - Realign Ramps East, Retain Flyover and Overpass

- least expensive, invasive
- directs traffic away from Duane
- extra signal to slow traffic coming onto Glendale - good!
- bike pedestrian path protected by landscape @ TL field

#3

Alternative E - Realign Ramps East, Retain Flyover and Overpass, Relocate Retaining Wall

Please use the reverse side for additional comments. Comments may also be mailed to: Irv Taylor, Project Manager, Metro, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012 or emailed to Taylori@metro.net or faxed to 213-922-3005.

Response to Comment #1

The comment opposing Alternative A is noted for the record by Caltrans and Metro.

Response to Comment #2

Comment noted.

Response to Comment #3

Comments in favor of Alternative D are noted for the record by Caltrans and Metro. Alternative F, Hybrid Alternative, which has been identified as the preferred alternative by the Project Development Team, consists of components of the other build alternatives. Alternative F would retain the flyover for motor vehicle use, relocate the southbound SR-2 exit ramp to the east and allow right-turns only onto northbound Glendale Boulevard, restripe Glendale Boulevard to reduce the safety hazards posed by high-speed traffic on the flyover merging with the southbound Glendale Boulevard lanes, restripe the southbound SR-2 lanes to improve operation of SR-2, include new signage at the I-5/SR-2 interchange and along southbound SR-2, and would provide meters on the flyover to regulate traffic flow. These improvements would reduce overall vehicle delay through the terminus, improve safety, reduce neighborhood cut-through traffic, and also provide for additional open space for the community.

Comment Letter B32: Laura Owens (06/18/09)

June 18, 2009

Mr. Irv Taylor, Project Manager, taylori@metro.net

Metropolitan Transportation Authority

One Gateway Plaza, 99-22-2

Los Angeles, CA 90012

Re: SR2/Freeway Terminus Improvement Project

Dear Mr. Taylor,

My name is Laura Owens. I live at 1675 Sargent Place. You can contact me at my email as well, which is laura_owens@mac.com

I attended the meeting at Mayberry School regarding the terminus project but did not get a chance to fill out the comment sheet or make a comment.

I am writing to you now so as to make my comments known regarding this project.

Reconstructing the Terminus with design Alternative D has many positive benefits.

1. The freeway on-and-off ramps are consolidated east of the bridge.
2. The bridge surface is "recycled" for use as a community plaza, not just a walking path.
3. Open space is created for community recreational use.
4. A portion of a bikeway with links to the Los Angeles River and other communities would be included in the project.
5. Saint Teresa's Church and School would experience less noise and pollution, as the current "north" off-ramp facing the school would be eliminated.

#1

- 6. The atmosphere in the area would be improved for business.
- 7. Pedestrian access would be improved.

#1
cont'd

For these reasons, I support Alternative D.

I would also like to add, I really was not a fan of alternatives A,B, or C. I did not like the way that they addressed or failed to address pedestrian use of the area. I also thought that Alternative E was not favorable, it seems like an obscene amount of money and energy would be used to move a wall 8 feet over. There are surely better ways to use that many millions of dollars.

#2

I also felt that all the alternatives lacked a proper amount of attention to bike lanes. If you will visit our neighborhood, you will notice that bike use is on the rise, and growing fast. In the final drawings, bike lanes should be added, one idea would be to add a two lane bike lane on the west side of Glendale blvd. This would avoid bikes having to interact with freeway entrances and exits. I would also like the final drawings to address what happens north of Baxter street with any public space, pedestrian or bike paths.

#3

Sincerely,



Laura Owens

June 18 2009

Response to Comment #1

Please see the responses to Comment Letter B2.

Response to Comment #2

Comments noted.

Response to Comment #3

Comments noted. Under the preferred alternative, Alternative F – Hybrid Alternative, the unused portion of the overpass structure could be used to provide pedestrian and bikeway connections from Tommy Lasorda Field of Dreams and Waterloo Street on the south to the new open space created east of Glendale Boulevard. These paths could then be extended through the new open space to connect to Oak Glen Place to the north. From Oak Glen Place, Class II or III bikeways could be provided via local surface streets to Riverside Drive and the Los Angeles River. The ultimate route would need to be determined by the City of Los Angeles and development of the pedestrian and bikeways would be contingent upon securing the necessary funding and securing agreements with the City of Los Angeles; however, they could potentially provide a safer alternative route to Glendale Boulevard.

Comment Letter B33: Randall Riese (06/16/09)

-----Original Message-----

From: randriese@aol.com [mailto:randriese@aol.com]
Sent: Tuesday, June 16, 2009 9:12 AM
To: Taylor, Irv
Subject: Support of "Alternative D"

Irv Taylor
Project Manager, Metro

Dear Mr. Taylor

I live in Elysian Heights, directly above the 2 Freeway entry/exit. I would like to add my voice to those supporting "Alternative D." I support the idea of a community park and pedestrian walkway. I also believe the area needs to be more business and commercial friendly.

┌ #1

Best Regards,

Randall Riese
2100 North Alvarado Street
Los Angeles, Ca. 90039
323.662.3400

Response to Comment #1

Comments noted. Also, please see the responses to Comment Letter B2.

Comment Letter B34: Ruth Ross (06/24/09)

-----Original Message-----

From: Ruth Ross [mailto:raross@csulb.edu]
Sent: Wednesday, June 24, 2009 10:20 AM
To: Taylor, Irv
Cc: councilman.garcetti@lacity.org; tom.labonge@lacity.org;
dion@neutra.org
Subject: Fwd: 6/23 Route 2 Terminus Irving Taylor; Metro d

--- the forwarded message follows --- Dear Mr. Taylor,

I concur with Dion's view that the Route 2 flyway over both Glendale Blvd. and the Alesandro intersection should be left as is. It facilitates the commute into downtown L.A., and it continues to give access to the homes of us who live along Silver Lake Boulevard. The flyway also facilitates surface street travel along Glendale Blvd. to Glendale or wherever.

We already have signals at Fargo, Waterloo, and Alesandro. Adding another at the freeway terminus is nuts!

I live on the Cove and Silver Lake cul de sac, so I have little choice in the streets I use. Also, I must put up with the "Route 2" traffic along Silver Lake Blvd. because Cal Trans stupidly killed the link to the 101 freeway in the 1970s.

Ruth Ross
2371 Cove Ave.

#1

Response to Comment #1

Comments noted. Also, please see the responses to Comment Letters B29 and B30.

Comment Letter B35: Ruth Ross (07/02/09)

From: Ruth Ross [raross@csulb.edu]
Sent: Thursday, July 02, 2009 1:44 PM
To: Taylor, Irv; councilmember.garcetti@lacity.org
Subject: Route 2 terminus

Please do not eliminate the flyway. It moves the Route 2 traffic south to Glendale Blvd., avoiding the Allesandro signals. I would support either the baseline or Alternative A.

#1

For the past 2 years, I have been driving 87 year-old Alice Schoenfeld from her home in LaCanada/Flintridge to teach violin at USC, and back home again. I know the rush hour traffic in both directions. Most cars exit at the 5 Fwy., some continue to the bridge and flyway, and very few exit at Route 2 North.

If the issue is still cut through traffic, all that is needed is a few speed bumps on Waterloo and Duane. The no left turn sign and tickets at Duane and Silver Lake have reduced traffic on that cut through.

#2

If the issue is a park, close the North Glendale off ramp and create a strip park along it and one of the lanes of the 2 southbound terminus. The flyway is only 2 lanes.

#3

IN ANY EVENT, DON'T ELIMINATE THE BRIDGE AND FLYWAY!

We certainly don't need another set of signals in addition to those at Fargo, Waterloo, and Allesandro.

Ruth Ross
2371 Cove Ave. 90039

Response to Comment #1

Comments noted. The preferred alternative, Alternative F – Hybrid Alternative, would retain the flyover for motor vehicle use. Alternative would also relocate the southbound SR-2 exit ramp to the east and allow right-turns only onto northbound Glendale Boulevard, restripe Glendale Boulevard to reduce the safety hazards posed by high-speed traffic on the flyover merging with the southbound Glendale Boulevard lanes, restripe the southbound SR-2 lanes to improve operation of SR-2, include new signage at the I-5/SR-2 interchange and along southbound SR-2, and would provide meters on the flyover to regulate traffic flow. These improvements would reduce overall vehicle delay through the terminus, improve safety, reduce neighborhood cut-through traffic, and also provide for additional open space for the community.

Response to Comment #2

Comments noted. The preferred alternative, Alternative F – Hybrid Alternative, would help reduce cut-through traffic by preventing SR-2 motorists who exit onto northbound Glendale Boulevard from making a left turn onto Waterloo Street at the intersection of Waterloo and Glendale.

Response to Comment #3

Please see the response to Comment #1 above.

Comment Letter B36: Ida Talalla (07/01/09)

From: idatalalla@aol.com [mailto:idatalalla@aol.com]
Sent: Wednesday, July 01, 2009 3:18 PM
To: Taylor, Irv
Subject: State Route 2 - Freeway Terminus Improvement Project
To: Staff
(SR 2) Freeway Terminus Improvement Project
From: Ida Talalla
Echo Park TAP (trash Abatement Project)
P.O.Box 26110,
Los Angeles, CA 90026

Date: July 1, 2009.

The project as a whole, despite several community workshops, has not taken into consideration, the true impact such a project will have on the community. Thus far, the emphasis has been on traffic i.e. to improve vehicular traffic.

1. The community of Echo Park has been sliced and divided by not just the 101 Freeway but feeder routes (Alvarado, Glendale, Scott, Elysian, Academy)

#1

This system has impacted two key recreational sites (Elysian and Echo Park) and further reduced the opportunities to make this a walking friendly community.

2. The project(SR-2) might improve traffic flow but for whom? The vast majority of users are merely driving through. A tunnel from SR 2 to the 101 would have been a better solution.

#2

3. The landscaping plans are inadequate and even dangerous to wildlife that could possibly be killed trying to cross an even wider path.....

#3

I saw little stated about nesting possibilities for birds and wildlife or how it would be a contributing factor to surrounding local wild life..... Given our parks, and hilly landscape, Echo Park is luckier than many other areas in that one can see wildlife and an array of birds both local and migratory. The SR 2 project will further impact this local population of wildlife.

#4

4. Pedestrian have been treated like second class citizens! They will not be able to cross the width except in a two-part manner. To make it across the other side, they will have to be detained on an island located mid way. As a rule these islands are little comfort and have no protective barriers against racing cars. More work needs to be done about this. I have seen mothers with small children struggling to handle packages and while trying to keep impatient children out of harms way. More needs to be looked at and done to make this a safer environment for all.

#5

5. The added traffic that the site will bring is an air pollution factor not only to the pedestrian on the island but the community

#6

as a whole. The air quality reading has not been fully explored during construction and afterwards.

#6
cont'd

6. There is little in the way to show how the locality will handle ground water contamination, or stopd surface pollution entering the nearby storm drains that exit into Echo Park Lake. Surely this has to be an issue that needs addressing?

#7

6. Upgrades and improvements to a single site by those working on road issues, often impact areas on either side (upper and lower reaches or to the left and right). Again, the study lacks in thoughtfulness by limiting itself to the precise construction site and not the range of factor.

#8

PLAN D is the better plan that is on the table at the moment but not one I would consider ideal or even support whole heartedly. I do not feel that not enough was done to take into consideration what was in the best interest of community, the environmental concerns or community's future plans.

#9

Sincerely,

Ida Talalla
Founder-Coordinator
Echo Park TAP(Trash Abatement Project)

C.C. CD 13
CD 1
Storm Water Protection

Make your summer sizzle with fast and easy recipes for the grill.

Response to Comment #1

Comments noted.

Response to Comment #2

As noted in the Draft IS/EA, this segment of SR-2 provides ingress and egress to the densely populated communities of Echo Park and Silver Lake and is a major thoroughfare for the surrounding area. This segment of SR-2 also provides a vital link for commuters traveling from communities in the northern and eastern parts of the Los Angeles Basin to downtown Los Angeles. The improvements proposed under the preferred alternative, Alternative F – Hybrid Alternative, would reduce vehicle delay through the terminus and thereby improve access for the local community as well as commuters traveling to and from downtown Los Angeles. The improvements would also reduce neighborhood cut-through traffic and improve safety for motorists and pedestrians in the vicinity of the terminus.

Response to Comment #3

The new open space created under the preferred alternative, Alternative F – Hybrid Alternative, would be landscaped in accordance with Caltrans standards. There is no evidence that the landscaping provided by the project would increase dangers for wildlife. Also see the responses to Comment Letter B13, Comments #28 through #30.

Response to Comment #4

Please see the responses to Comment Letter B13, Comments #28 through #30.

Response to Comment #5

Comments noted. The preferred alternative, Alternative F, would include widened sidewalks along the west side of Glendale, the elimination of the sidewalk on the east side of Glendale Boulevard at the terminus, which poses a safety hazard for pedestrians trying to cross on-ramp entrance to SR-2, and crosswalk improvements to improve accessibility and safety for pedestrians. Also, the unused portion of the overpass structure could be used to provide a grade separated pedestrian connection from Tommy Lasorda Field of Dreams on the south to the new open space that would be created east of Glendale Boulevard.

Response to Comment #6

The preferred alternative would have a potentially beneficial air quality impact by reducing overall vehicle delay through the terminus.

Response to Comment #7

The commenter is referred to Sections 2.2.2 and 2.2.5, which discuss the water quality and hazardous materials impacts of the project, respectively, and identify measures that will be implemented to ensure no substantial adverse or significant impacts would occur.

Response to Comment #8

The study areas for each impact category were defined by the consultant team, in consultation with the appropriate agencies with jurisdiction over the affected resources, in order to encompass the full range and extent of potential impacts.

Response to Comment #9

Comments noted. Also see the response to Comment #2 above.

Comment Letter B37: Michael Webster (06/16/09)

-----Original Message-----

From: michael webster [mailto:semiquaver@mac.com]
Sent: Tuesday, June 16, 2009 6:30 AM
To: Taylor, Irv
Subject: 2 freeway terminus comment

Dear Mr Taylor,

I attended the community meeting at Mayberry School but neglected to fill out a comment card. Here are my comments:

1) Bicycles on Glendale Blvd:

Glendale Blvd in the study area is a DESIGNATED BICYCLE ROUTE. At least one rider has been killed this year on the Boulevard in this area. Ridership is increasing sharply. This is an opportunity to improve a notoriously hazardous intersection on a notoriously hazardous route.

Riders traveling north on Glendale have to cross 2 lanes of dangerously fast traffic to continue past the entrance to SR2. Riders currently have the option, if they can't move left safely, to use the crosswalk that crosses the entrance to SR2.

a) one option would be to route bicycle traffic through the new park (under options B,D or E) with appropriate pavement, ingress, and egress. Separate lanes for bikes might be necessary. The problem will be that riders will still have difficulty moving left and may not know that this is necessary. Riders caught unawares may find themselves trapped in the right lane at the onramp to SR2. Options that remove the crosswalk on the north side of Glendale blvd may well leave riders in an impossible situation.

b) there was discussion at the meeting of routing bicycle traffic via Duane and Waterloo. In this case bicycle access to Duane St from the crosswalk at Duane and Glendale has to be provided (this is not clear in any diagrams). Also the new signal at Glendale and Waterloo would need to be able to be actuated by bicycle riders without having to mount the curb to press a button.

c) in any case access to Duane or the path would need to be from the northmost crosswalk in the intersection: bicycles cross street before entering crosswalks to turn left. Signage should be included to alert bicycles to the necessity of detouring off of Glendale.

d) There may well be better options/ The best option of course would be a bicycle bridge that would take riders from the right lane on Glendale over the entrance to SR2. Or a dedicated bike path running the length of Glendale boulevard

#1

#2

#3

#4

on the west of the boulevard. Please consider integrating such a plan into this project's design.

#4
cont'd

2) Environmental Considerations

Alternatives B and C include unnecessary removal of part or all of the overpass. From an environmental standpoint this is unacceptable. Repurposing these structures saves money and energy in abundance. We need to move toward more sustainable practices in infrastructure improvement and maintenance.

#5

Alternative E also includes the very wasteful removal and replacement of a huge retaining wall and is likewise unacceptable environmentally.

#6

3) advantages of option D

Option D, in placing a large area of parkland on an overpass is on the cutting edge of urban design. A similar concept on a larger scale has opened in New York with great success. The overpass is large enough to house a basketball court or other facility. The smaller bridge in Option B would not be large enough to be useful. As option D costs less, is more environmentally friendly, provides the same traffic benefits, and makes for a better park to boot it is clearly superior to option B.

#7

4) Conclusion

I want to be clear to voice my support for this project. The benefits of removing the flyover are great. But let's not leave bikes out of the equation. And let's not spend resources needlessly removing a potentially useful structure (the overpass).

Thanks you for your time -

Michael Webster
1942 N Alvarado St 90039

Response to Comment #1

Comments noted. The potential hazardous situation for bicyclists noted in the comment is one that presently exists for bicyclists and pedestrians on the east side of Glendale Boulevard who have to cross the SR-2 on-ramp traffic lanes. Directional signage or other measures will be considered to alert bicyclists and direct them to safer alternate routes.

Response to Comment #2

Under the preferred alternative, Alternative F – Hybrid Alternative, the flyover would remain precluding a new direct connection to Duane Street from Glendale Boulevard. However, improvements to the existing pathway on the west side of Glendale Boulevard and the southern terminus of the flyover could be made to improve pedestrians and bicycle accessibility to Duane Street.

The commenter’s proposed modification to the (existing) signal at Waterloo Street and Glendale Boulevard to accommodate bicyclists will be forwarded to the City of Los Angeles Department of Transportation for their consideration during final design.

Response to Comment #3

Please see the responses to the comments above.

Response to Comment #4

Creation of a bike path running the length of Glendale Boulevard would need to be evaluated by the City of Los Angeles Department of Transportation as part of a separate study. A bike bridge over the SR-2 on-ramp entrance may not be feasible and not warranted if alternate routes are provided as part of the proposed project improvements.

Response to Comment #5

Under the preferred alternative, Alternative F – Hybrid Alternative, the flyover would remain. However, the southbound SR-2 off-ramp would be relocated to the east and the unused portion of the overpass structure could be used to provide a pedestrian and bicycle connection from Tommy Lasorda Field of Dreams on the south to the new open space created by removing and relocating the existing SR-2 off-ramp.

Response to Comment #6

The preferred alternative, Alternative F, does not include a new retaining wall on the east side of the SR-2 on-ramp lanes. Also, please see the response to Comment #5 above.

Response to Comment #7

Comments noted. Also, please see the responses above and to Comment Letter B2.

Comment Letter B38: Todd Wexman (06/11/09)

From: Wexman, Todd [mailto:Todd.Wexman@aig.com]
Sent: Thursday, June 11, 2009 2:35 PM
To: Taylor, Irv
Cc: Judith Beatrice
Subject: Glendale Terminus Project

I am writing to express my support of Alternative D for the Glendale Terminus project.

I am a long time Silver Lake resident and was one of the original members of the Glendale Terminus Committee and thus am familiar with the history of this project. I strongly believe that Alternative D is the best alternative for the community while maintaining reasonable traffic flow.

#1

Thank you,

Todd

Todd Wexman
2746 Auburn Street
Los Angeles, CA 90039
310 772-6211 office
310 770-6211 cell
todd.wexman@aig.com

Response to Comment #1

Please see the responses to Comment Letter B2.

Comment Letter C1: Echo Park Community Action Committee (06/05/09)

Comment Letter C1

EPCAC comments re IS/EA

6/5/2009

1

ECHO PARK Community Action Committee

1833 Lemoyne St., Los Angeles CA 90026 (323) 663-6767 echoparkcac@att.net

June 5, 2009

Mr. Irving N. Taylor, Project Manager
SR2/Freeway Terminus Project
Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-2
Los Angeles, CA 90012-2952

Dear Irv:

**Re: SR2/Freeway Terminus Project
Draft Initial Study/Environmental Assessment, April 2009**

The Echo Park Community Action Committee has read with great interest the above mentioned document chronicling your findings during the environmental survey of the land area and design alternatives proposed for the SR2/Freeway Terminus Project.

We offer our observations and comments for inclusion the final version.

1. Alternative E not a Good Substitute for Alternative D

The IS/EA claims that Alternative D restricts emergency access, due to substandard shoulder widths (page 2-32). However, inasmuch as there never has been, nor will there ever be, a situation in which all southbound and all northbound lanes are gridlocked at the same time (the northbound lanes are never gridlocked), emergency access will not be restricted by Alternative D. This has the effect of making Alternative E not a realistic or necessary alternative.

#1

2. Project Scope

It is clear that as the contractor has not, as yet, met the contract requirements – neither the text nor the drawings show any consideration of Glendale Boulevard south of Clifford Street, nor of the SR2/Glendale Freeway, north of Baxter Street. In order to meet the requirements of the Request for Proposals (RFP) the contractor must show, and environmentally assess, all work anticipated within construction limits of the project.

#2

The Statement of Work for the project, as written in RFP No. PS43201699, *State Route 2 Freeway Terminus Improvement Project*, issued on May 19, 2005, states that "...the proposed EIS/EIR requires a full-scale environmental analysis..." and that the project's "...construction limits encompass essentially the access between the SR2/I-5 Freeway interchange and Glendale Boulevard, consisting of the southern terminus of the SR2/Glendale Freeway, from Riverside Drive on the north to Glendale Boulevard on the south, and Glendale Boulevard from Aaron Street on the south to Baxter Street on the north, and possible minor appendages nearby (signage, striping etc.)."

Construction work anticipated within the construction limits of this project, but not discussed or illustrated in the draft IS/EA document, include the following:

A. a bicycle path along the west side of the SR2/Glendale Freeway, which links to the Glendale Boulevard Bicycle Commuter Route, and running from Tommy Lasorda Field of Dreams on the south, to Riverside Drive on the north.

#3

B. restriping and realigning the lanes of the SR2/Glendale Freeway south of the SR2/I-5 interchange, and not just south from Oak Glen Place.. #4

C. new signage both along the SR2/Glendale Freeway and Glendale Boulevard. #5

3. Bicycle and Pedestrian Facilities

The Draft IS/EA notes, on page 2-43, that the current configuration of the SR2 Freeway Terminus poses safety hazards to pedestrians and bicyclists. However, there is no mention in the document of how these hazards are to be resolved by the construction of any of the proposed alternatives. Inasmuch as the current City of Los Angeles Bicycle Master Plan indicates that this portion of Glendale Boulevard is designated as a "Bicycle Commuter Route," the Project must address the issue of bicycle commuters. #6

While the Echo Park Community Action Committee has provided the contractor with a concept to accommodate bicycles within the construction area, there is no evidence in the draft document that the issue has been considered in its plans.

4. Timeline

A timeline for the construction project should be provided with the Initial Study, but is not included in the Draft document. #7

5. Sound Walls

No description is provided for the sound walls (height, decorative construction, etc.). No mention is made of the community impacts of the presence of the sound walls such as aesthetics (they will be graffiti magnets). #8

6. Construction Noise

Both design Alternative B and C require the removal of the flyover bridge over Glendale Boulevard. No description is provided for the noise and air quality impacts expected to be generated by the removal of the bridge, nor are alternative routes for Glendale Boulevard proposed or provided during the removal period. Such an analysis is particularly important for the two schools located in the immediate area of the Project. #9

Alternative E calls for the relocation of the retaining wall located on the east side of SR2 in order to provide sufficient shoulder width to meet Caltrans standards. The noise assessment should also include an analysis of the noise expected to be generated during demolition and reconstruction of this wall.

7. Detour Traffic Routes and Haul Routes

Where traffic detours are required, as under Alternatives B and C, detour routes should be specified. Detour routes should be established that have minimum impact on local neighborhoods. #10

Where major demolition and construction are proposed, such as under Alternatives B, C, and E, haul routes should be specified. Haul routes should have minimum impact on local neighborhoods. #11

8. Parks and Recreation

The list of local parks and recreation areas that could be affected by the proposed improvement project should be expanded to include Echo Park Lake and Echo Park Recreation Center, both of which are about 1-2 miles from the construction area. See Page 2-12, Table 2-1. #12

9. Editorial Corrections

These corrections should be included in the final printed version of the IS/EA, They should also be prepared on a separate errata sheet for distribution with the draft version and to persons who has already received a copy.

#13

A. Page 1-17, paragraph 6, sentence 3: this sentence starts "Since Alternative 3 is removing..." No Alternative 3 is described in this document.

#14

B. Page 1-18, paragraph 6, sentence 4: this sentence again uses the term "Alternative 3." Alternative 3 is not elsewhere described in this document.

#15

C. Page 1-20, paragraph 5, sentence 3: this sentence notes that "Since Alternative D would remove the existing overpass and level the ground to the west and east of Glendale Boulevard..." This statement is not correct. The graphic for Alternative D clearly shows that the Glendale Boulevard overcrossing is "retained for community reuse and greening, view terrace/community gathering space created on bridge." No leveling is required or recommended under Alternative D.

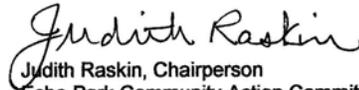
#16

D. Page 2-84, Figure 2-15, Project Area Seismic Hazard Map: This map shows the Project Site – Approximate Limits of Construction as being from Clifford Street on the south to Cove Avenue on the north. This is incorrect. The map should be revised to show the construction limits as defined in the original scope of work (see Project Scope earlier in this letter).

#17

We look forward to your comments.

Sincerely,



Judith Raskin, Chairperson
Echo Park Community Action Committee

Cc: Council President Eric Garcetti
Council Member Ed Reyes
Supervisor Gloria Molina
U.S. Representative Xavier Becerra
State Senator Carol Liu
State Senator Gilbert Cedillo
Assembly Member Kevin De Leon

Response to Comment #1

The Project Development Team has identified Alternative F – Hybrid Alternative, which consists of components of the other build alternatives, as the preferred alternative. Alternative F does not include substandard shoulder widths that would restrict or diminish emergency vehicle access.

Response to Comment #2

Alternative F includes restriping of the southbound SR-2 lanes from the I-5/SR-2 interchange to Glendale Boulevard to improve operation of the southbound lanes. Technical addenda to the previous technical studies have been prepared to evaluate the impacts of Alternative F, including the proposed SR-2 restriping. Restriping of Glendale Boulevard, under Alternative F, would extend to approximately a half mile south of Branden Street, which is south of Aaron Street. Accordingly, the project limits for Alternative F in this environmental document and the Project Report have been defined as extending from the I-5/SR-2 interchange on the north to 0.5 miles south of Branden Street on the south.

Response to Comment #3

A bike path could be provided, contingent upon securing the necessary funding and securing the necessary agreements with the City of Los Angeles Department of Recreation and Parks, that would connect Tommy Lasorda Field of Dreams on the south with the new open space and Oak Glen Place on the north. A bikeway connection from Oak Glen Place to Riverside Drive north would need to be studied and determined by the City of Los Angeles but could potentially be provided via Class II and III bikeways on local surface streets.

Response to Comment #4

Please see the response to Comment #2 above.

Response to Comment #5

As described in Chapter 2 of this Final IS/EA, the preferred alternative, Alternative F – Hybrid Alternative, would include new signage at the I-5/SR-2 interchange and along southbound SR-2 as part of a package of improvements to manage traffic flow and speeds. Additional signage could also be provided along Glendale Boulevard as needed.

Response to Comment #6

Due to the high volume of traffic on Glendale Boulevard, high traffic speeds, and the numerous cross streets, hazardous conditions currently exist for both pedestrians and motorists, particularly along northbound Glendale Boulevard at the SR-2 on-ramp entrance. Under the preferred alternative, Alternative F, to discourage northbound pedestrians and bicyclists from crossing the on-ramp lanes, the sidewalk on the eastside of Glendale Boulevard would be removed. A wider sidewalk would be provided on the west side of Glendale Boulevard at the terminus along with improved lighting at the overpass. Existing crosswalks in the vicinity of the terminus would also

be more clearly marked with enhanced intersection paving. The existing signal at Glendale Boulevard and Waterloo Street could also be modified to enhance pedestrian and bicycle access across Glendale Boulevard. Additionally, as noted in the response to Comment #3 above, a the unused portion of the overpass structure could be used to provide a grade separation connection for pedestrians and bicyclists from Tommy Lasorda Field of Dreams on the south to the new opens space and Oak Glen Place to the north.

Response to Comment #7

Contingent upon obtaining the necessary approvals, it is currently estimated that project construction would commence in 2012 and be completed in 2013.

Response to Comment #8

Detailed information on soundwall height and locations is provided in the Addendum to the Noise Study Report (printed under separate cover) and is summarized in Section 2.2.7 of this Final IS/EA.

Response to Comment #9

Under the preferred alternative, Alternative F – Hybrid Alternative, the flyover would remain and the retaining wall on the east side of the SR-2 on-ramp lanes would not have to be relocated. Consequently, construction impacts would cause minimal disruption to the surrounding community.

Response to Comment #10

As noted in the response to Comment #9 above, Alternative F, would not require removal of the flyover or overcrossing structure; nor would it require a major new retaining wall along northbound SR-2. Consequently, construction impacts would be less extensive than Alternatives B, C, and E and it is less likely major detours disrupting traffic flow and access would be required. As discussed in the Draft IS/EA and this Final IS/EA (see Section 2.1.9), a Traffic Management Plan will be prepared during final design, which will include preparation of detour plans, if needed. Detour routes will be identified that minimize impacts on local neighborhoods.

Response to Comment #11

Comments noted. Also, please see the responses to the comments above.

Response to Comment #12

Due to the distance of Echo Park from the terminus and the less extensive construction activities required under Alternative F, it is unlikely the Echo Park recreational facilities would be adversely affected by construction or operation of the proposed project.

Response to Comment #13

Comment noted. Appropriate corrections have been made to the text of the Draft IS/EA. Additions and deletions to the text of the Draft IS/EA are noted by vertical lines in the margins of this Final IS/EA.

Response to Comment #14

The text has been corrected. Please see the appropriate section in Chapter 1 of this Final IS/EA.

Response to Comment #15

The text has been revised accordingly. Please see the appropriate section in Chapter 1 of this Final IS/EA

Response to Comment #16

The text has been corrected. Please see the appropriate section in Chapter 1 of this Final IS/EA.

Response to Comment #17

The figure has been revised accordingly. Please see Section 2.2.3 of this Final IS/EA.

Comment Letter C2: Echo Park Community Action Committee (06/24/09)

Comment Letter C2

ECHO PARK Community Action Committee

1833 Lemoyne St., Los Angeles CA 90026 (323) 663-6767 echoparkcac@att.net

June 24, 2009

Mr. Irving Taylor, Project Manager
Metropolitan Transportation Authority
One Gateway Plaza, 99-22-2
Los Angeles, CA 90012

Dear Mr. Taylor:

Re: SR2/Freeway Terminus Improvement Project

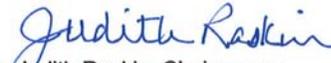
The Echo Park Community Action Committee urges Metro to choose Alternative D for the reconstruction of the SR2/Glendale Freeway Terminus Project. We believe it is the best choice to improve the flow of traffic from the freeway into Glendale Boulevard. Rebuilding the Terminus using Alternative D will also contribute to the rejuvenation of our neighborhood that began a few years ago with the Glendale Corridor project on Glendale Boulevard.

Alternative D has many positive benefits:

1. The freeway on- and off-ramps are consolidated east of the bridge.
2. The bridge surface is "recycled" for use as a community plaza, not just a walking path.
3. Open space is created for community recreational use.
4. A portion of a bikeway with links to the Los Angeles River and other communities would be included in the project.
5. Saint Teresa's Church and School would experience less noise and pollution as the current "north" off-ramp facing the school would be eliminated.
6. The atmosphere in the area would be improved for business.
7. Pedestrian access would be improved.

#1

Sincerely,



Judith Raskin, Chairperson
Echo Park Community Action Committee

Cc: Council President Eric Garcetti
Council Member Ed Reyes
Supervisor Gloria Molina
U.S. Representative Xavier Becerra
State Senator Carol Liu
State Senator Gilbert Cedillo
Assembly Member Kevin De Leon

Response to Comment #1

Please see the responses to Comment Letter B2.

Comment Letter C3: Echo Park Improvement Association (06/24/09)

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p.2

Comment Letter C3



ECHO PARK IMPROVEMENT ASSOCIATION
 PO Box 261021 Los Angeles, CA 90026
 (323) 882-4835 EpiMail@yahoo.com

June 24, 2009

Mr. Irving Taylor, Project Manager
 Metropolitan Transportation Authority
 One Gateway Plaza, 99-22-2
 Los Angeles, CA 90012

Dear Mr. Taylor:

Re: SR2/Glendale Freeway Terminus Improvement Project
 Comments: endorsement of Alternative D and evaluation of environmental report

The Echo Park Improvement Association (EPIA) is distressed that the environmental report does not show any evaluation of the area of the freeway between the I-5 interchange and Oak Glen Place. What happens on this stretch of freeway will impact on the terminus itself. Improvements, such as soundwalls, signage, lane revision and landscaping, are required there as well as the area of freeway closer to its terminus at Glendale Boulevard.

#1

The EPIA believes design Alternative D is the best choice for the SR2/Glendale Freeway Terminus Improvement Project. Of all the designs, Alternative D is most likely to calm traffic before it enters Glendale Boulevard while providing an opportunity for the development of new open space for our community.

#2

Recycling the bridge for use as a community plaza and using it to link Tommy Lasorda Field of Dreams with new open space is a wise way to create a new park in a section of city that is desperate for more green space and recreational opportunities. We are pleased that a bikeway can be incorporated in this project, as you mentioned at the June 16, 2009, public hearing. We also sympathize with long-suffering Saint Teresa's Church and School and believe that Alternative D can make a significant difference in reducing noise and pollution at their location adjacent to the terminus.

#3

Thank you for your consideration:

Andrew Garsten
 Neighborhood Issues Committee
 &
 Darren Hubert, EPIA Secretary
 &
 Rosie Bentanzos
 EPIA President

Response to Comment #1

Please see the response to Comments #2 and #8 in Comment Letter C1.

Response to Comment #2

Comment noted. Alternative F – Hybrid Alternative, which consists of components of the other build alternatives, has been identified as the preferred alternative by the Project Development Team. Please see Chapter 1 of this Final IS/EA for a detailed description of Alternative F.

Response to Comment #3

Comments noted. Also see the response to Comment #2 above.

Transcript of the Public Hearing on June 9, 2009

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CITY OF LOS ANGELES
STATE OF CALIFORNIA

TRANSCRIPT OF PRESENTATION AND PUBLIC QUESTIONS AND
COMMENTS
AT THE PUBLIC INFORMATION MEETING
IN RE: STATE ROUTE 2 FREEWAY
TERMINUS IMPROVEMENT PROJECT
HELD ON JUNE 9, 2009, 6:30 P.M. - 8:00 P.M.

REPORTED BY:
WINDY P. PICARD, CSR
NO. 12879

Pages 1 - 66

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CITY OF LOS ANGELES
STATE OF CALIFORNIA

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The following Transcript of Presentation
and Public Questions and Comments was taken in the
Multi Purpose Room at Mayberry Elementary School, 2414
Mayberry Street, Los Angeles, California, commencing at
6:30 p.m., Tuesday, June 9, 2009, before Windy Picard,
Certified Shorthand Reporter No. 12879 for the State of
California.

1 PRESENTATION TEAM MEMBERS

- 2
3 IRV TAYLOR
4 LEE LISECKI
5 CHESTER BRITT
6 STEVE CROSLEY
7 RICHARD SILOS

8
9 PUBLIC QUESTIONS AND COMMENTS

10 Page 31

- 11
12 MICHAEL O'BRIEN
13 NANCY AUERBACH
14 PETER LASSEN
15 SANDY KAYE
16 SUSAN TALBOT
17 ISA-KAE MEKSIN
18 MICHAEL WEBSTER
19 MICHELLE MCGRATH
20 EDDIE SOLOMANDO
21 SANTIAGO PEREZ
22 PETER AUERBACH

23
24
25

1 Tuesday, June 9, 2009; 6:30 p.m.
2 Los Angeles, California
3

4 PRESENTATION

5
6 IRV TAYLOR: My name is Irv Taylor. I'm the
7 project manager for the State Route 2 Project from
8 Metro, or MTA, as we are legally known. So welcome.

9 And I know a lot of you folks have been
10 involved with the project a lot longer than I have.
11 And hopefully you will hear the project coming to, at
12 least, the close and fruition of a lot of work for
13 about, I guess, 15 years, from what I've been told. I
14 think, anyway.

15 Anyway, welcome everyone. And I hope that
16 when you leave here tonight, you will have a good
17 understanding of what we are trying to do, what this
18 project is, what the goal is from this point forward,
19 and hopefully that the hopes and aspirations that you
20 all had for your community will be responded to, at
21 least in part.

22 I want to thank the project team which
23 includes Caltrans, they have a representative here
24 tonight, City of Los Angeles, LADOT, they also have a
25 representative here tonight.

4

1 Our consultant team includes ICF Jones and
2 Stokes, Melendez, AECOM Technical Consultants, Fehr &
3 Peers, and Arellano & Associates. They've been a great
4 aide to the project and in helping us to keep things
5 moving forward, as well as helping keep the community
6 very well-informed of what we're doing, what we're
7 trying to do, and where we're going.

8 Okay. I'm going to briefly touch base with
9 the basic history of the project. Again, most of you
10 know the history of the project a whole lot better than
11 I do simply because you've been around and been
12 interested and participating in how this thing has
13 developed. And again, we are here for the benefit of
14 the community.

15 Metro, I believe, became involved in the
16 process of State Route 2, or SR-2, about 1992, with the
17 basic study of future project transportation needs
18 along the SR-2 and Glendale Boulevard corridor.

19 From that point, we went into a preliminary

20 planning study and partnership with LADOT, and some of
21 that work eventually yielded the improvement work that
22 was actually done on Glendale Boulevard a few years ago
23 by LADOT.

24 I guess there was a gap in the process in a
25 certain sense, but in 2002, Metro and Caltrans came to

5

1 an agreement. Generally, it was called a cooperative
2 agreement, where Caltrans seated front responsibility
3 to Metro to take the project lead in terms of
4 developing the project alternatives, project study
5 reports, and then environmental documents, which brings
6 us here for the purposes tonight.

7 Going on from there, in 2006, we formally
8 began the environmental assessment evaluation process
9 of the alternatives that had been developed in
10 partnership with the community, I guess, going back
11 several years.

12 In 2007, a variety of scoping meetings and
13 community outreach meetings in both Echo park as well
14 as Silver lake, a variety of community staple groups to
15 help flush out -- give us more of an understanding of
16 some of the needs, issues, and problems from the
17 community identification standpoint.

18 All of these things are factored into the
19 study and into the analysis that we have in fact
20 completed at this point in the draft of the
21 environmental assessment that you -- I think everybody
22 here probably has seen a copy of it or had access to it
23 at least through the distribution at work within the
24 last few weeks.

25 At this point -- at the beginning of May,

6

1 Caltrans approved the environmental documents for
2 release to the public which commenced our 45-day-review
3 period.

4 About a year and half ago, or so be it, in
5 several community meetings, we had talked with various
6 of you about how we would actually do this end game, as
7 we called it, and agreed to that we would have two
8 community workshops in addition to the legally required

9 public hearing.

10 This is workshop number one of those two. The
11 second workshop will be on Thursday, and next week we
12 will then have the formal public hearing.

13 In case anybody wishes to give formal
14 testimony, we have a court reporter here. Feel free at
15 any point in time to go back and talk with her, and she
16 will take and record anything that you have to say
17 about this particular project, and all of that
18 information will be entered into the formal record.

19 You will also have a second chance -- actually
20 two other chances, if you wish, at the meeting Thursday
21 and again at the formal public hearing next week. In
22 addition, if you feel like, you can send us an email,
23 or you can send us a letter through the mail.

24 Comments have to be received no later than
25 July 2nd. Anything received after July 2nd will not be

7

1 considered, and that's the legal requirement, so if
2 you're going to write, you should probably do so as
3 soon as possible.

4 With that, I'm going turn it over -- okay.

5 The basic project goals are to improve the
6 environmental setting of the SR-2 terminus through
7 design enhancement that better integrate the terminus
8 with the surrounding community and creates the
9 opportunity for development of open space, additional
10 open space, in the vicinity of the terminus.

11 That's a key goal for us and something we have
12 been reviewing for the last many, many months as to
13 exactly how -- what's the best way to accomplish that,
14 which we will talk about more extensively later on.

15 Second primary goal is to better manage
16 traffic flow through the terminus and who's going
17 northbound, southbound, and your associated
18 improvements that will improve safety for not only
19 cars, but also safety for folks who are walking or
20 bicycling and so forth in the vicinity of the SR-2.

21 Another very key goal for us, the third
22 primary goal, is to enhance the accessibility and
23 safety for pedestrians and motorists in the vicinity of
24 the terminus. And essentially what this means is to

25 make it more possible for people to cross the streets

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1 safely without fear or without over concern for your
2 safety and well-being, and to make it more possible for
3 people to -- in the community to access the shops and
4 other activities and destinations along Glendale
5 Boulevard, on either side, in your community.

6 Again, this is another very important
7 objective for us in this project, and I believe that
8 the solutions that are being proposed will adequately
9 address each of these goal areas.

10 Nothing is going do be absolutely perfect, so
11 I think we should have that kind of a basic
12 understanding. But at this point, we have done the
13 very best that the collective minds of the team know
14 how to do.

15 And if there are areas where things could be
16 perfected, then we would certainly hope that in your
17 comments, you will bring us and make us aware of
18 additional steps that we could take to further or
19 expand the enhancements.

20 Okay. With that, I'm going to turn it over to
21 Lee Lisecki from ICF Jones & Stokes, and he will take
22 you through some of the details on the project.

23 LEE LISECKI: Thank you, sir.

24 First of all, let me just clarify what the
25 study analogies are. The study area, for the purposes

9

1 of the environmental studies and environment document,
2 extended from I-5 on the north to Glendale/Beverly
3 Boulevard on the south.

4 If you can see, we have a diagram over there
5 that shows the various traffic study assessments that
6 we evaluated. We also have a traffic consultant here
7 today to answer specific questions about traffic
8 impacts.

9 The primary area of physical construction is
10 really focused on the southern terminus in the vicinity
11 of where the terminus intersects with Glendale
12 Boulevard. That has been the focus of our planning
13 efforts over the last three years, and it's identified,

14 again, in the figures we have in the back.
15 And next slide. So the project development
16 and approval process, as Irv mentioned, it started
17 back -- back in 2006 with identification development of
18 the various alternatives.

19 So for two years, 2006 through 2007, with
20 various community input, various scoping meetings,
21 workshops, we identified a range of alternatives.
22 Those alternatives were then evaluated in two
23 documents.

24 One is called the project report, and that
25 contains the information on the preliminary

10

1 engineering, and that identified the cost of the
2 various alternatives, whether there were any
3 non-standard features, any features that don't meet
4 Caltrans standards, and basically feasibility of the
5 different alternatives.

6 In conjunction with preparation of the project
7 report, we prepared the environmental document. The
8 environmental document is combined with both State and
9 Federal environmental regulations and is called an
10 Initial Study Environmental Assessment.

11 There were a number of detailed technical
12 studies that addressed a full range of issues. The
13 results of those studies were summarized in the Initial
14 Study Environmental Assessment.

15 As Irv has mentioned, the drafts,
16 environmental document, has been released for 45 days
17 for public review and comments. And we will be holding
18 a public hearing next week, which is actually next
19 Tuesday. And I think it is in this same room.

20 Is that correct?

21 IRV TAYLOR: Yes.

22 LEE LISECKI: So the purpose of the Initial
23 Study Environment Assessment, well, first of all, is to
24 explain why the project is being proposed, what's the
25 purpose, go through the basic goals and purpose of the

11

1 project in previous slides, then describe the proposal
2 alternatives, describe the environmental setting that

3 will be affected by the results of the alternatives,
4 and then determine what impacts would occur as a result
5 of those alternatives, and whether we need to identify
6 measures to mitigate those impacts.

7 So as I mentioned, we prepared a full range of
8 technical studies, everything -- adjusting everything
9 from air quality to noise, visual impacts, water
10 quality, cultural resources, hazardous materials,
11 biological resources.

12 Again, those technical studies are available
13 for review at the various libraries in the project
14 area. They're also available at Caltrans and Metro
15 offices.

16 So project alternatives included in the
17 ISEA -- Chester is now going to give you further
18 details of those alternatives.

19 CHESTER BRITT: Thanks, Lee. So it's good to
20 see everyone again. I see a lot of familiar faces.
21 And before I go through the alternatives, let me just
22 remind you kind of where we've been with the
23 alternatives and reassure you that nothing has changed
24 since the last time we've seen you.

25 As you've heard discussed by both Irv and Lee,

12

1 the process that we've gone through since 2006 has
2 really been focused for -- initially on the
3 alternatives themselves and trying to identify a range
4 of alternatives to carry into the environmental
5 document.

6 That proved to be fairly challenging. I mean,
7 we had a series of scoping meetings. We had some
8 additional community workshops where we were trying to
9 go through the alternatives again.

10 We then had some focus group meetings, which
11 we really worked through some of the issues that were
12 being challenged and some of the ideas that had come
13 forward during the scoping process from the community.

14 And it was to make sure that they understood
15 the limitations of what we could and couldn't do. And
16 it was both, you know, give and take dialogue that
17 ended up with five alternatives that you see here.

18 The five alternatives that I'm going to

19 highlight for you tonight are the same alternatives
20 that we talked about a year, year and a half ago, when
21 we were just starting the environmental process.

22 We have not changed those alternative, but
23 since it's been such a long time since we had actually
24 been out in the community, we wanted to go over those
25 alternatives again just to remind you what they were

13

1 and why we chose them.

2 But before you -- before we go through each
3 one, one of the things I want you to pay attention to
4 when we go through the alternatives is that for the
5 environmental process, we picked a range of
6 alternatives that kind of did a little bit of
7 everything so that we covered pretty much the gamut of
8 what you could and couldn't do out there per agency.

9 I think that was really important because
10 there is a lot of different ideas coming from a lot of
11 different directions. And we have multiple agencies
12 working on this. We have two different communities,
13 both Silver Lake and Echo Park. And we've heard from
14 all of those groups. And I think our range of
15 alternatives did accomplish providing a very well
16 balanced set of alternatives to consider.

17 So with that, let's go into the very first
18 one, which was kind of a leftover. We call it the
19 "leftover alternative" from the previous phase. And
20 what this alternative does is -- it's Alternative A --
21 it says that it widens the existing ramps.

22 This alternative looks very similar to what
23 you see out there now in the field. So if you were to
24 go out to the terminus now, you would you see pretty
25 much this same configuration in terms of what's there.

14

1 The differences are that -- well, first of
2 all, we keep the bridge. We keep the flyover ramp.
3 And on this particular alternative, what we do is we
4 actually widen from two to three lanes the exit ramp on
5 both the southbound -- right here, this leg of the
6 southbound exit, and then also the northbound entrance
7 onto the freeway.

8 So those two areas are widened from two to
9 three lanes, the overpass and the two-lane flyover
10 remain. As I just mentioned, this is the two-lane
11 flyover and this is the overpass.

12 And then the crosswalks and sidewalk on the
13 east side of Glendale between Allesandro and northbound
14 onramp would be eliminated. Because of safety reasons
15 when you change from two to three lanes, that crosswalk
16 would be eliminated.

17 The next part of the alternative is issues and
18 constraints. There will be no additional open space or
19 pedestrian accessibility improvements as part of this
20 alternative because we leave the ramps, essentially,
21 the way they are with just adding a lane.

22 We're not gaining any new open space area over
23 in this area, so that's one of the issues and
24 constraints with this particular alternative. And then
25 there's the safety hazards due to the flyover traffic

15

1 merging with southbound Glendale.

2 Those issues would remain. Because one of the
3 issues -- remind yourselves why we're doing this. One
4 of the issues is that the cars comes at very high
5 speeds off the flyover ramp and merge onto southbound
6 Glendale. And that is one of the main issues of -- as
7 part of this issue that we are trying to resolve.

8 Alternative B is realigning the ramps east and
9 remove flyover in parts of the overpass. On this
10 particular alternative, the ramp that we were talking
11 about over here is realigned over into this area. So
12 it's realigned over to the east.

13 And what we're doing is we take the flyover
14 ramp, which is right here, and we reuse that for park
15 space. And then we take part of the bridge, in this
16 particular alternative, but we leave half of the bridge
17 in place as a pedestrian link between the two sides.

18 So we gain this area over here, this open
19 space. We have the Tommy Lasorda Field, which exists
20 right here, and we have some new improvements that
21 could be made along the Tommy Lasorda Field because the
22 flyover ramp is no longer there. And then we would
23 have a lane -- a pedestrian bridge that would be

24 created with the leftover part of the bridge and
25 linking the two sides.

16

1 When we do this, we're going to have two lanes
2 maintained on the northbound, so if you're going
3 northbound on Glendale Boulevard, you would be able to
4 get onto the freeway going northbound.

5 You're going to have three lanes coming off of
6 the SR-2, and one of those lanes is going to be mixed
7 between a right-turn lane and a through lane, so it
8 will be a non-exclusive, what we're calling a
9 non-exclusive right-turn lane.

10 So you have a total of three lanes, but one of
11 those lanes is a non-exclusive right-turn lane as well.
12 So some of the cars will be turning right; some of
13 those cars will be going straight.

14 New crosswalks and paving at Duane and
15 Waterloo, that's this area over here. And then
16 portions of the overpass -- again, I already mentioned
17 that. And new open space created right here.

18 Now, before Ysena switches the alternative to
19 the next picture, one of the things I want to mention
20 about the open space is that all of our drawings show
21 it landscaped.

22 But as part of our project costs, when we get
23 into that, we'll see that some of the costs would be as
24 part of the physical changes that we're talking about,
25 and some of them would be future funding or additional

17

1 funding sources that need to be allocated to -- these
2 are just concepts. These need to be flushed out even
3 further, and the next phase would do that.

4 So another part of Alternative B is -- this is
5 still Alternative B -- the improvements and the
6 contingency on the additional funding. I just
7 mentioned the open space and park improvements, the ADA
8 accessible pedestrian ramp replacing the flyover. To
9 make this ADA accessible, we would definitely need to
10 do that as part of additional funding sources.

11 And then issues and constraints, additional
12 traffic -- there is a new signal that would be put in

13 place here where the terminus meets Glendale Boulevard.
14 With all of the ramps being pushed to the east, we need
15 to be able to control the traffic.

16 And so if you're going northbound on Glendale,
17 when the traffic signal is red allowing cars to come
18 off the freeway, you would be sitting there in queue
19 waiting so that you can go north on Glendale Boulevard.

20 And then this particular alternative does have
21 nonstandard median widths, and that would be along this
22 area as well.

23 Next alternative, Alternative C, in this
24 particular alternative, both the bridge and flyover
25 ramp is removed, so that's the difference between the

18

1 alternative we were just talking about.

2 Another change is, on this alternative, we
3 actually added a landscape median that is in the middle
4 because we took the other part of the bridge out. That
5 gives us more right-of-way space in this area, so we're
6 able to add a landscaped median, and that extends also
7 further south.

8 The idea behind this landscape median is that
9 we want to give people visual clues that they're
10 transitioning from a freeway onto a local street.
11 That's been very effective in other communities where
12 they've done that.

13 One of the problems with the flyover ramp is
14 people don't get any visual clues that they are
15 transitioning from a freeway until it's too late, so
16 that's why the high -- part of the reason the high
17 speeds that we see coming over the flyover ramp is
18 because of the lack of those visual clues. This
19 alternative provides that.

20 It still provides -- I believe it actually
21 goes from four to three lanes, including non-exclusive
22 right-turn. So if you remember Alternative A -- if you
23 remember Alternative A, we had a split ramp. We had
24 two lanes coming off at the northern side and two lanes
25 coming off the southbound, so that was a total of four

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1 lanes coming off the freeway onto Glendale Boulevard.

2 So with this particular alternative, you
3 actually have three lanes coming off just like the
4 alternative we just talked about. One of them is a
5 non-exclusive lane, which allows right-turn movements
6 and also through-traffic movements.

7 So you would actually be reducing the number
8 of lanes from four to three. And then you would also
9 have the two lanes going northbound onto the northbound
10 SR-2 being maintained as well.

11 I believe same thing with the crosswalk here,
12 additional traffic signal there, and I believe I
13 already covered the landscape median.

14 Next slide. The contingent phase on
15 additional funding is the open space park improvements.
16 Again, we show it landscaped here, but that would
17 obviously be separate funding.

18 And then issues and constraints, additional
19 traffic delays due to the new signal -- again, the same
20 issue here. It would need to be queued up waiting for
21 people to come off the freeway before you could go
22 north onto Glendale Boulevard.

23 And then the other thing, just as a
24 comparison, less open space created than Alternative B,
25 D, and E due to removal of the flyover and overpass.

20

1 Because we remove the entire bridge and the flyover,
2 we're not going to be using that space for community
3 access and pedestrian plaza gathering opportunities.
4 And so we lose that opportunity here with Alternative
5 C.

6 So Alternative D, which is realigning the
7 ramps east and retaining the flyover and overcrossing,
8 this came from -- this particular alternative came
9 directly from the community. Southbound offramp
10 realigned to the east --

11 Again, we're moving the lane. It used to come
12 off over here to the east. We are keeping the full
13 bridge and the full flyover ramp structure in place,
14 and, basically, we have the same configuration coming
15 off the freeway in the sense that we have three lanes
16 total, reducing from four to three.

17 One of those lanes allows right-turn movements

18 as well as through movement, and then we have the two
19 lanes being maintained northbound onto the freeway.
20 We also have added, again, this concept of
21 landscaping in the median. But because we're leaving
22 the bridge in place, you can see how the alignment
23 tapers at this -- because of the restriction between
24 the retaining wall, which is here along Allesandro --
25 and the existing structure, you have a pitch point

21

1 right here which allows -- that does not allow us to
2 carry the landscaping improvement all the way to the
3 intersection like we do on the previous alternative.

4 But in this particular alternative, you have
5 the ability to create an open space and a plaza
6 connection over Glendale Boulevard. You do pick up
7 some open space area that can be landscaped as well,
8 and then you could use this as a pedestrian walkway or
9 ramp that could connect both sides as well.

10 And so the difference, again, between the
11 previous alternative I just looked at and this
12 alternative is that, essentially, we're keeping both
13 the bridge and flyover ramp.

14 Go to the next slide. So basically, the open
15 space park improvements is something that is additional
16 funding. The ADA assessable pedestrian ramp would also
17 be additional funding.

18 The issues and constraints with the additional
19 traffic signal, you would have the same issues here
20 with people waiting to turn left onto Glendale
21 Boulevard, and so that would definitely be something
22 that that would be a restriction.

23 And then non-standard lane widths and median
24 and shoulder widths on SR-2 at terminus. Again,
25 because of this pitch point, in order to squeeze all of

22

1 these lanes in through this area right here, you would
2 have to restrict the widths of those lanes and medians
3 and shoulders in order to do that.

4 Alternative E is very similar to the
5 alternative that I've just described, but instead of
6 having this pitch point, what we've done is we have

7 moved the retaining wall further east, the one that was
8 along Allesandro. That gives us some additional
9 right-of-way room to make some of these lane widths
10 wider and not non-standard.

11 And so essentially, there is no real
12 difference in this alternative from the previous
13 alternative other than that. You still see the
14 landscaping improvements here on the Boulevard, you
15 still see the reuse of the bridge and pedestrian
16 flyover ramp, you still have the traffic signal, you
17 still have the crosswalks improvements, and so
18 everything else is still the same.

19 You have two northbound lanes on the freeway,
20 you have three coming off, one being a non-exclusive
21 right-turn where you can go through as well.

22 Next slide. So you have the same
23 improvements, contingent on funding, and open space and
24 park improvements, the ADA accessible ramp. And the
25 constraints are additional traffic delays due to the

23

1 new signal.

2 And then in this particular case, one of the
3 constraints is the cost. Because of the cost of
4 adding -- moving the retaining wall further east, that
5 is very, very, very expensive to do. So this
6 particular alternative ends up being the most expensive
7 alternative because of that. And so that becomes one
8 of the issues and constraints related to this
9 alternative.

10 I'll turn it back over to Lee to talk about
11 some of the environmental impacts.

12 LEE LISECKI: Okay. I'm just going to focus
13 on some of the environmental impacts and mitigation
14 that are some of the concerns and interests of the
15 community.

16 First, obviously, as Chester had mentioned,
17 that we have that additional intersection under
18 Alternatives B through E, so that's going to result in
19 delaying additional queuing on the southbound freeway
20 offramps in the morning, and then in the evening
21 there's going to be additional queuing for those
22 persons who want to travel northbound on Glendale

23 Boulevard to north on SR2.

24 The air quality impacts are basically the
25 construction air quality impacts. These are going to

24

1 be temporary impacts, you know, dust particulates.

2 There will be mitigation measures to control those
3 construction issues such as dust control measures.

4 Noise -- Caltrans has a criteria called a
5 noise abatement criteria. If your project is going to
6 increase noise levels beyond a certain level, which is
7 67 decibels, you have to consider noise abatement
8 measures, and those are typically things such as sound
9 walls.

10 So all of the alternatives will result in only
11 minor increases in noise levels. But because the noise
12 levels are already high, we're approaching or exceeding
13 that 67 decibel threshold, which means we need to
14 provide noise abatement. All of the alternatives
15 include sound walls on both sides of the freeway to
16 mitigate those noise impacts.

17 Visual impacts -- there is going to be removal
18 of trees and other vegetation and other structures such
19 as construction of sound walls which will be targets
20 for graffiti, and mitigation would include replacement
21 of landscaping and steady treatment of the new
22 structures.

23 Project funding -- there is \$12,000,000 in
24 Federal and local match funds for planning, design, and
25 construction. That's not going to be sufficient to

25

1 build and construct the alternatives that we've
2 identified, so Metro is in the process of seeking
3 additional stimulus funding for the project.

4 And the estimated cost for the alternatives --
5 I just want to clarify one thing. These are the
6 current cost. These are the correct costs. The
7 Initial Study Environmental Assessment included old
8 figures.

9 The Initial Study Of Environmental Assessment,
10 the cost numbers are incorrect. They're old numbers.
11 So these are the correct current cost.

12 The least expensive of the alternatives is
13 Alternative A. It's obvious because that one has the
14 fewest improvements. We're just basically widening the
15 existing ramp. So that's estimated at 11.6 million.
16 And that's the cost to construct those widened ramps.

17 Alternative B, which, again, is to remove the
18 flyover and part of the overpass, that's 22,000,000.
19 That's the cost for design and construction. It does
20 not include the cost of those open space improvements
21 that were shown in the figures that Chester went
22 through.

23 Alternative C is very similar to Alternative B
24 in terms of cost. And Alternative C, again, removing
25 the entire flyover and overpass.

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1 Alternative D, again, this is the alternative
2 that was brought forward by certain members of the
3 community, retains the flyover and overpass. And you
4 can see by looking at the difference between C and D
5 the -- essentially, the cost of removing the flyover
6 and overpass is around \$4,000,000.

7 Alternative E is the most expensive. That's
8 because of the cost of relocating the retaining wall,
9 and that's almost 5.6 million dollars. And so it's a
10 very expensive structure to build, and it results in
11 this alternative being the most expensive of the five.

12 So the next steps -- that's Irv.

13 IRV TAYLOR: Thanks a lot, Lee.

14 Okay. Again, because many of you have been
15 very interested and focused on this project for a long
16 time, I'm sure that the question has been and is:
17 Well, what happens next? And where do we go? How do
18 we get there?

19 As Lee mentioned, right now we are underfunded
20 to do any of the alternatives from the construction
21 standpoint. We have made a formal request for
22 additional funds, and those funds would cover the most
23 expensive alternative.

24 In other words, we've asked for enough funds
25 to cover the most expensive alternative, despite the

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1 fact that we have not at this moment selected an
2 alternative for the project.

3 We are hopeful that we will receive word of an
4 approval of that funding request sometime between now
5 and the end of the year. That's about the best kind of
6 a timeframe we can get for this thing.

7 But hopefully -- one of the things we had to
8 do in the last month is basically to prove that the
9 project is ready and that it would otherwise meet the
10 terms and conditions of the stimulus program that the
11 Obama administration has put forth.

12 One of those is that the project has completed
13 or will complete it's environmental studies before
14 2012. It can be put under construction by 2012, 2013,
15 and complete construction sometime in the time horizon
16 of 2015 to 2018.

17 So once we got word that the project, the
18 environmental documents, had been approved by Caltrans,
19 we very hastily put together a timeframe, but a very
20 realistic timeframe that would show how we could make
21 that progress.

22 So hopefully, we're going to get word within
23 the next few months that the additional funds have been
24 approved, and then we can move forward.

25 In the meantime, we have enough additional --

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1 or enough money remaining in the original grant to take
2 us through the most detailed phase of the project
3 outside of the environmental. That would include the
4 detailed engineering and construction documents and all
5 the work that would be necessary to make the project
6 ready to put into the ground, whichever alternative
7 becomes selected.

8 Between now, today, through July 2nd, when the
9 45-day public review process ends and at the end of
10 summer, we will review and select a preferred
11 alternative. We have not yet developed the specific
12 criteria for the that process.

13 Your comments, the comments that we receive in
14 the next two meetings, and then the rest of the weeks
15 in the review process will all be factored into the
16 decision process on making that selection.

17 Once that's done, we will engage in,
18 basically, two separate tracks interrelated. One would
19 be to prepare the final environmental documents, which
20 is required. Then we have a few administrative/legal
21 details to formally close out that process, which will
22 happen by the end of this year, very beginning of 2010.

23 The second main track is that the preferred
24 alternative will be packaged and presented to the Metro
25 Board of Directors because they will have to select and

29

1 vote to approve the project recommendation, as more or
2 less, simultaneously, Caltrans will also make a finding
3 to adopt the recommendation.

4 We expect this will happen during the fall of
5 this year and that all of this work will be completed
6 by the -- by January, 2011, at the latest. Actually,
7 we aim to get it done as fast as we can for some
8 obvious reasons.

9 Once that is all done, again, we will
10 hopefully be engaged in the final design of
11 construction documents during 2010. We're going to put
12 that on a very tight timeframe to complete that work
13 within a year and be ready to be under construction,
14 hopefully, in -- the earliest, in 2011, with probably
15 about a 24-month construction period, barring any
16 unforeseen -- or unforeseen circumstances that may
17 occur.

18 At that point, we would be done with the
19 project, and, hopefully, you'll have a beautiful set of
20 improvements that everybody can say, yeah, our efforts
21 will last 15, 20 years or so and has all been worth it,
22 and the public agencies and so forth actually pretty
23 much paid attention to and incorporated a lot of the
24 things we wanted to have happened.

25 Again, we have a court reporter, approved

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1 court reporter, in the back who will take any formal
2 testimony anybody wishes to give. She's also recording
3 everything we're saying and any questions that you may
4 have at this point and any answer. That will all go
5 into the formal public record.

6 With that, I think we're pretty well done.
7 Are there any questions?

8

9 PUBLIC QUESTIONS AND COMMENTS

10

11 ISA-KAE MEKSIN: I want to raise another point
12 and put it in writing. This project was developed many
13 years ago, anywhere from '87 to '89, by a Viennese
14 architect names Silja who did the entire Glendale
15 Boulevard corridor project.

16 Because of her work, that's when the money
17 started flowing, three or four million from Metro and
18 twelve million from Federal. And we did the other
19 part, and now we're doing the very last terminus.

20 But I want her to have the credit because she
21 did it. If it were not for her, something may have
22 happened, but she happened to be the one, and she gets
23 lost in history. I feel very strongly about this.

24 MICHAEL O'BRIEN: By the end of the planning
25 stage, the \$12,000,000 in the original grant have been

31

1 all expended, and there will be no construction dollars
2 left

3 IRV TAYLOR: No.

4 MICHAEL O'BRIEN: There are some construction
5 dollars left?

6 IRV TAYLOR: Yes, there will be.

7 MICHAEL O'BRIEN: Okay.

8 IRV TAYLOR: I can't give you an estimate for
9 what the construction docks would cost at this point
10 but we have about 9,000,000 and change left from the
11 original 12,000,000. So if you figure, say, about 30,
12 35 percent, rough guesstimate, of those funds would be
13 expended to get us --

14 MICHAEL O'BRIEN: Probably be requesting
15 somewhere in the neighborhood of 18 to 20 million if
16 you opt to request the maximum amount, the 23.7, or
17 whatever the most expensive was.

18 IRV TAYLOR: Yeah. We've already requested, I
19 think, the 13 million and something. And part -- and
20 an additional 3,000,000 from Metro would be granted to
21 match the Federal allocation. In general, these work

22 on an 80/20 formula.

23 MICHAEL O'BRIEN: And if you don't get that
24 much, does that drive the design decision, or do you
25 come up with additional dollars? Assuming, for

32

1 example, you choose option E, but you only get somewhat
2 less than you've requested, which prevails?

3 IRV TAYLOR: Well, again, the estimates at
4 this stage are based on preliminary engineering, so
5 they're all roughs. So the costs are likely to change.
6 Obviously, in this business, costs rarely every
7 decrease; they always seem to find a way to increase.

8 So we're working on a best guesstimate at this
9 time, but a pretty good one based on what we know.
10 Once the work actually begins and we begin to do the
11 detailed engineering and site evaluation, we have no
12 idea what we may find that will change that equation.

13 NANCY AUERBACH: My name is Nancy Auerbach,
14 A-u-e-r-b-a-c-h. I've lived here since before the
15 freeway was opened. I remember Glendale Boulevard. It
16 was a continual traffic jam. I have some questions and
17 want to comment.

18 One is: How will any of these alternatives
19 relieve the traffic on Glendale Boulevard? That still
20 hasn't been explained. Wouldn't closing the freeway at
21 Fletcher just be a less costly alternative?

22 And my comment is: I live on the east side of
23 the Glendale Freeway. It seems like we're going to get
24 more noise and more construction because all the
25 traffic is going to be put on that side. The west side

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1 of the freeway -- the people living on the west side
2 get landscaping that you don't have the money for. So
3 until you have the money, they get to look at the
4 concrete.

5 So I really don't understand how any of these
6 are improvements, unless there's a way to take traffic
7 away from Glendale Boulevard.

8 IRV TAYLOR: I think we can address the
9 traffic aspect. Let me go to your last point about the
10 open space. And I guess in a certain sense, in quotes,

11 it's "open space" at this point in time.

12 We at Metro really don't have the intention to
13 begin construction until we have identified the source
14 of funds to, basically, make that open space whole, a
15 complete open space, if you will. But again, part of
16 what we have done is we have had some conversations
17 with the City Recreation Parks Department because they
18 would ultimately be the entity to take care of the
19 park.

20 We've also had some discussions with Caltrans
21 as to the what the arrangement would be since the land
22 is owned by Caltrans. So the City would have to have
23 some type of agreement with Caltrans for the
24 management, maintenance, upkeep, and so forth of the
25 facility in it's remaining state.

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1 We don't really have any intention of
2 beginning construction. That would leave a --
3 (inaudible) -- out there regardless of which
4 alternative -- we would not do that.

5 We are currently looking at how to and where
6 we could get the funds. Per our discussions with the
7 recreation parks, once we get some specifications from
8 them -- again, depending on which alternative is
9 selected -- what they would need in a way of the work
10 that we would do is to leave it in as usable a
11 condition as possible.

12 So what we have agreed to at this point is
13 that as part of our engineering work, we would include
14 most of their engineering work to make a park open
15 space usable over space as part of what we do.

16 Again, recognizing that the City is having a
17 lot of financial issues at this point in time. So that
18 makes this even more of a question. How do we actually
19 handle that? So this is one of the steps we've already
20 initiated to get at that question and to come up with a
21 responsible answer for it.

22 A second part is that Metro has an annual or
23 biannual program that we call "Call For Projects," and
24 through that program, we invite the cities of Los
25 Angeles County to submit proposals to us for a whole

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1 variety of transportation related programs and
2 improvements that are eligible under our program.

3 Some of the things that are eligible are
4 transportation enhancement activities, which includes
5 things like pedestrian bridges. We have a whole
6 pedestrian program that includes things like pedestrian
7 walkways, street furniture, and so forth. We have a
8 bicycle program that develops bike paths and makes the
9 improvements like that.

10 So there are a lot of ways that we have that
11 we could help, sort of, close the gap, whatever that
12 might be, on making that open space usable functionable
13 and not -- we haven't worked out all of the details on
14 that.

15 NANCY AUERBACH: You still haven't answered my
16 question.

17 IRV TAYLOR: I think Lee can better answer the
18 traffic impact question

19 LEE LISECKI: I'm going to invite Steve
20 Crosley to come up and, hopefully, answer some of your
21 traffic questions. And I'd just like to remind
22 everyone of an earlier slide that identified the
23 project goal, and one of them was to better manage
24 traffic.

25 We know it's a real challenge to try to reduce

36

1 congestion just because of -- this route is used as a
2 regional route for commuters, there's a lot of local
3 traffic as well, so it's constrained.

4 So one of the things we're trying to do is
5 just manage the flow of traffic. And maybe Steve can
6 talk a little bit about how we can accomplish that.

7 STEVE CROSLEY: This project is intended to
8 better manage traffic flow at the terminus. And it
9 actually does not reduce congestion. It better manages
10 the flow by -- actually by Alternatives B, C, D, E, It
11 will actually reduce the offramp lanes from four to
12 three, so you'll actually better manage the flow.

13 So you'll have a better flow onto Glendale
14 Boulevard even if it's -- (inaudible) -- so this
15 project is under development. The project is basically

16 shifting the lanes around and shifting how traffic is
17 approaching parts of Glendale Boulevard.

18 So as opposed to a project that's widening
19 roads or introduce -- or widening the roads or
20 introducing some other -- (inaudible) -- this actually
21 will better manage the flow.

22 So actually, it increases the safety, slows
23 down the speeds of vehicles, and also improves
24 pedestrian safety because the vehicles coming off that
25 flyover cause unsafe condition.

37

1 NANCY AUERBACH: And why is -- why has the
2 alternative of just closing it not been considered,
3 closing it where it meets 5? And what would be the
4 cost of that

5 STEVE CROSLEY: I'm not aware of that
6 alternative

7 NANCY AUERBACH: We bring it up all the time
8 and it just gets ignored.

9 IRV TAYLOR: I don't know that we could answer
10 that tonight. That would be one that you would have to
11 enter into the record for us, and then we can respond
12 to it.

13 LEE LISECKI: Steve, one of the things we
14 looked at was actually what would happen if you
15 terminated traffic at the I-5 interchange. It wouldn't
16 allow you to continue south on the SR-2. And
17 obviously, people would need to find an alternative
18 route.

19 And as a result, there would be more
20 congestion and more traffic on the local streets. I
21 can't recall the specific details of the analysis we
22 did, but we can check into that.

23 PETER LASSEN: My name is Peter Lassen. I
24 noticed that the environmental impact report includes
25 nothing north of Baxter, yet when we developed the

38

1 scope of this project, the scope included it all the
2 way up to the I-5 interchange.

3 First question is: Why has that whole
4 northern section not been studied? Secondly, there

5 is -- was a request, has been throughout this -- since
6 Glendale Boulevard is a commuter bicycle route, nothing
7 has been looked at with regard to a bicycle path from
8 Glendale Boulevard to Riverside Drive in this document.

9 There's \$41,000,000 available for working on
10 bicycle paths in the City of LA. Why is that not
11 included in this?

12 IRV TAYLOR: The first question -- the study
13 area included the five -- the limits of construction
14 are the terminus, which would then, depending on the
15 funds available, would radiate out to include
16 additional or other improvements, and all of that
17 depends on the project budget.

18 Clearly, if there's not funds available to
19 make a given improvement, there's no way that we could
20 make that particular improvement.

21 PETER LASSEN: But the list -- the original
22 scope that was developed for this project includes from
23 Aaron Street north throughout the entire terminus
24 access road up to I-5. If that's the case, should that
25 not have been studied all the way up to I-5?

39

1 IRV TAYLOR: I believe the project study
2 included --

3 PETER LASSEN: Not the study area, the
4 construction area.

5 IRV TAYLOR: There's a difference between
6 construction area and study area. The study area is
7 the area that's looked at in terms of all of the
8 impacts, effects, and so forth that a given proposal,
9 or alternative in this case, may have an influence on.

10 The actual construction area, as I just
11 explained, is limited to what we have funds to in fact
12 do. If we had \$200,000,000, then we could spend money
13 to cover up to \$200,000,000 worth of improvements. We
14 don't.

15 The primary focus of the project is on the
16 southern terminus, and that's where the freeway
17 terminates onto Glendale Boulevard, both north and
18 south. That's the primary area of focus for
19 construction.

20 PETER LASSEN: Irv, if I might read you from

21 the contract, from the RFP, that was released. The
22 document says as follows: The document says
23 construction -- the project's construction limits
24 encompass, essentially, the access between the SR-2/I-5
25 freeway interchange and Glendale Boulevard, consisting

40

1 of a southern terminus of SR-2 Glendale freeway from
2 Riverside Drive on the north to Glendale Boulevard on
3 the south and Glendale Boulevard from Aaron Street on
4 the south to Baxter Street on the north. That is from
5 the RFP.

6 IRV TAYLOR: And the consultant was given the
7 authority to refine that area and define it in terms of
8 the most important or the most critical element related
9 to improving the situation at the southern terminus
10 given the funds that we have available.

11 And this has been a limit throughout the
12 project. We have not had unlimited funds. The primary
13 area of focus is to improve the southern terminus.
14 That is where the southern terminus intersects Glendale
15 Boulevard.

16 That's what we focused on. In terms of -- and
17 as a understand it, that's what the alternatives
18 process, going back several years now, has focused on,
19 is the limiting or looking at the options.

20 All -- each of these five alternatives looks
21 at the terminus and the immediate area around the
22 terminus in terms of what improvements could be made,
23 should be made, need to be made, and so forth, don't
24 need to be made, for that matter, and that's what this
25 has been focused on.

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1 Once those alternatives were identified with
2 community incentives, I was informed we then began the
3 process of --

4 PETER LASSEN: The community helped write that
5 scope, and the community said, we want it on the I-5 on
6 the northern end. And clearly, what you're saying is
7 that the contractor does not need to pay attention to
8 what the community input was

9 IRV TAYLOR: I didn't say that. The RP

10 clearly calls for identifying and narrowing down the
11 specific area of construction. The range is generally
12 defined in a much larger area than what one eventually
13 winds up doing work in.

14 And the reason for that -- there are several
15 reasons for that. There may be funds available to in
16 fact do that work and the priorities may shift, so the
17 last thing that you want to do is to try to go back and
18 then amend the scope of work or amend the process to
19 include something that had not been originally
20 included.

21 This is the reason why a project area, a limit
22 of construction, will be defined typically as a much
23 larger area than what the work actually will wind up
24 being done on it.

25 PETER LASSEN: I'm appalled that you're

42

1 allowed to change it to however small an area when the
2 contract itself tells you what the construction area
3 is. Needless to say, you've told me they didn't need
4 to pay attention to what the construction area was.
5 Can you answer my second question

6 IRV TAYLOR: No, I didn't say that. So I
7 respectfully will not agree with that. I said that --
8 I did not say that. I said exactly what's in the RP.

9 Now, you may have a point of a difference of
10 interpretation, and I'll grant you that. There may be
11 some language that could have been written more tightly
12 than it was. I'll grant you that. Passed that, I did
13 not say what you are describing to me.

14 PETER LASSEN: Okay. Would you answer my
15 second question about the bicycle path? The bicycle
16 path which we have asked for to proceed along the west
17 side of the entire freeway terminus from the I-5 --
18 basically, the bicycle path should run from the bicycle
19 commuter route on Glendale Boulevard to Riverside
20 Drive. That -- it was specifically said in the
21 document, but they're not paying attention to that.

22 IRV TAYLOR: Well, it's up to the City to
23 define it's own bicycle path. The Metro funds bike
24 path development, not only through LA City, but
25 throughout LA County. And we do that through our --

1 it's called the projects process, which I briefly
2 described earlier.

3 To this point, we have not received any
4 applications from the City of Los Angeles for a
5 development of a bike path in the area that you just --

6 PETER LASSEN: But should that not be part of
7 the design --

8 IRV TAYLOR: But that question is up to the
9 City to respond to that question and answer that
10 particular question. It really is.

11 This project is a freeway improvement project.
12 We are including other additional work in the terminus
13 area that will better manage the flow of traffic and
14 improve safety of both vehicles and pedestrians.

15 But beyond that, at this junction, just the
16 same -- the project calls for an open space. If we
17 don't have funds, and the project was never originally
18 funded to in fact develop a park or open space or
19 active recreational area -- but it's been included as a
20 goal and focus point in the project, which we are
21 spending funds to come up with solutions that would
22 hopefully be workable and usable by this community.

23 PETER LASSEN: Let me note again that bicycle
24 path between the commuter route on Glendale Boulevard
25 to Riverside Drive should be an important part of that

1 green area on the west of the freeway project. I
2 realize you're not designing the park.

3 IRV TAYLOR: And again, part of what --
4 depending on how we work things out with recreation and
5 parks is that part of that specification may in fact be
6 that we engineer the remaining site such that a bike
7 path can, in fact, be installed there.

8 At that point, we would invite the City to, in
9 fact, apply at our next call for projects to apply for
10 the actual work to construct the bike path. We can't
11 force them to do that.

12 And again, that's something I think that you
13 need to lobby your local city counsel member and the
14 various departments for.

15 Again, we do this as a matter of force. Right
16 now -- in fact, we talked with the city, various
17 departments, to submit applications in this years call.
18 We have a current call for projects going on.

19 We're considering a variety of -- I don't know
20 how many it is. It's several hundred that we're
21 considering all over Los Angeles County. I'm not aware
22 that the City in fact submitted any application in this
23 call for project process. I don't know that they have
24 or haven't.

25 If they haven't, I'm disappointed. They

45

1 should have because we invited them to do so knowing
2 that this work was going on. But again, that is
3 something I believe that you need to and should
4 advocate with your local council member to try to make
5 that happen.

6 SANDY KAYE: Hi, I'm Sandy Kaye, K-a-y-e. The
7 additional funds that you're requesting from the
8 federal government --

9 IRV TAYLOR: Yes.

10 SANDY KAYE: On Alternatives B through E, you
11 have that you're going to pave Duane and Waterloo
12 Streets, and I'm not sure why, unless your expecting an
13 increase in traffic on those streets.

14 MR. TAYLOR: I think that is for the crosswalk
15 purpose, for pedestrian, not traffic. Okay.

16 SANDY KAYE: If you do build this open space,
17 where are we going to park to use that space?

18 IRV TAYLOR: That's a good question. I would
19 hope that the park is primarily going to be used by the
20 people that live in the area, so it's an amenity for
21 this community and folks that could hopefully use our
22 new crosswalk and streetlights and so forth to more
23 safely get to them.

24 SANDY KAYE: Oh, cool. That's right. That's
25 right.

46

1 SUSAN TALBOT: My name is Susan Talbot. I'm
2 interested in that two-year construction period.
3 What's going to happen to the traffic then? Is it

4 going to be rerouted? Is it going to happen at night?
5 I mean, I'm for any of the alternatives
6 because I can't help but think it's going to slightly
7 improve things, but I'm thinking about moving out of
8 town for a couple of years because that just seems --

9 IRV TAYLOR: Well, 24 months is a rough
10 estimate. Nobody is thinking that this is going to
11 happen in like two or three weeks. That would be
12 unreasonable to say that as well.

13 Clearly, what we will shoot for in the
14 construction contract is the work be done in the
15 shortest possible period of time consistent with good
16 construction practices.

17 The second thing is before we would begin, I
18 would imagine that we would at least approach the folks
19 in this community and say, this is what we're getting
20 ready to do, do you have any issues with this, or what
21 have you, and we would try to set up the construction
22 period, the work period, in a way that would be
23 consistent and the least disruptive to the normal flow
24 of the community.

25 Obviously, any roadway construction is going
47

1 to be disruptive. That's just inherent to doing
2 roadway construction. But we would be mindful that
3 people live here, do business here, and you know, so
4 forth and so on.

5 So we would try to set it up so that it would
6 be as respectful to the folks that live here and as
7 safe as we can do it.

8 SUSAN TALBOT: Would it actually mean
9 rerouting the traffic to other streets and --

10 IRV TAYLOR: I don't know that yet. But
11 again, given any of the alternatives that we take out a
12 section of road and replace it with a new road, there's
13 going to be some disruption, and therefore, there will
14 have to be some detour as appropriate. And hopefully,
15 that can be done in the way that's least disruptive.

16 Reasonably, you would expect there would be
17 some detour for some period of time and some other
18 disruption of traffic.

19 ISA-KAE MEKSIN: Isa-Kae Meksin. Since this

20 project is going to take so long before it gets going,
21 as a way of controlling the exiting traffic going
22 south, couldn't you do what they do in China Town?
23 When exiting the -- and how that flashing sign
24 that indicates your speed as an alert to make you aware
25 of what they're doing -- a big sign there.

48

1 IRV TAYLOR: That's actually a good point. I
2 understand exactly what you are saying and asking for.

3 ISA-KAE MEKSIN: I see you have the signs on
4 the freeway, the recommended speed, but that's --

5 IRV TAYLOR: In fact, as part of the
6 alternatives, one of the the questions that we've
7 looked at is whether or not and to what extent, what's
8 called traffic calming implement, should be implemented
9 actually.

10 So that, again, depending -- notwithstanding
11 any of the alternatives that traffic, especially
12 southbound, is going to have to be controlled. And
13 folks, once they come from the 5 or passed through the
14 5 onto the 2, they will need to know that there's a big
15 change in the environment happening here. You need to
16 slow down.

17 So we talked about those things and recognized
18 that that kind of work actually also needs to be done.
19 I don't know that it would be specific to the
20 environmental study, but we recognize that that kind of
21 work needs to be done, and that's something that we
22 will also include in the construction documents and so
23 forth. That will be considered.

24 We'll have to work out the details with that
25 with Caltrans because that still is a State controlled

49

1 road, and Caltrans has to agree to anything we propose,
2 recommend, or suggest.

3 That helps me to elude back to our
4 alternatives, and that Caltrans, at a certain level, is
5 the ultimate arbiter on which alternative and the
6 options within those alternatives are selected because
7 it is a State road, and it's under the jurisdiction of
8 the State agency.

9 We at Metro do not have that authority. That
10 said, we will try to work out an agreement of all the
11 pertinent details and agreements before we get to that
12 particular point so that we are -- have a very clear
13 understanding with Caltrans of exactly how we are, in
14 fact, going to proceed. That will certainly be one of
15 the elements that we will include in that package.

16 MICHAEL WEBSTER: Michael Webster. I have a
17 couple of questions which apply to all the different
18 designs. One of them is that one of the current
19 problems is that there is currently no way for people
20 going southbound on Glendale to get onto the 2 north.

21 And since -- if you were going to take the
22 trouble -- so currently people hang out there for a
23 long time and make illegal u-turns.

24 I'm curious that none of the alternatives
25 include a left-turn lane when you're designing a new

50

1 intersection, a new light. It seems like an ideal
2 place --

3 My second question has to do with access --
4 pedestrian access to Duane Street from the crosswalks
5 at -- from the Duane crosswalk. It's unclear in the
6 drawing.

7 Could a bicycle cross the street there or make
8 a right onto Duane, or are they forced left on the
9 pedestrian path, or right? Or will the existing fences
10 remain? I'd be interested in seeing clarity in the
11 different designs about how pedestrian bicycles have
12 access to Duane.

13 I finally just wanted to ask a question
14 about -- make a point about bicycles traveling north on
15 Glendale Boulevard. I'm a bicycle commuter. Currently
16 a bicycle has to cross two lanes of traffic and stay at
17 speed in that lane for a long time, which is not a very
18 safe thing.

19 It doesn't seem that any of the -- I'm not
20 sure whether that's been dealt with in any of the
21 options, unless the pathway is indicated in
22 Alternatives D and E over the flyway because -- is it
23 legal for bicycles? And if there's good access --

24 I just -- again, those are my three issues. I

25 guess really two issues. One is, mainly, how is the

51

1 northbound traveling bicycle going to get to this
2 intersection? Can we cross at Duane Street using our
3 feet? And why can't we turn left to travel north from
4 southbound Glendale Boulevard?

5 IRV TAYLOR: All good questions. We looked
6 and are still looking at how best to handle the bike
7 area. We recognize that the northbound bike --
8 southbound may not be quite as problematic as
9 northbound, but northbound is definitely, unless you're
10 a very experienced rider and a daredevil.

11 I don't know that I -- I don't know that I
12 would want to ride through that northbound. I think
13 the crosswalks are, in the depiction on the drawings --
14 certainly we would make access, make those accessible
15 as crosswalks and appropriate signalization and work
16 that out so that it's safe for bikes and pedestrians as
17 we can humanly make that possible.

18 Without going into a whole lot of detail, one
19 of the alternative's option, if you will -- let's just
20 call it options -- that we started to look at, and it
21 may be a viable solution -- (inaudible) -- which could
22 handle both north and southbound without having any
23 bicycles coming through the intersection where there
24 might be a conflict with possible territory with cars
25 going northbound and southbound.

52

1 And again, that's a design solution that we'll
2 have to really pay close attention to and come up with
3 something that makes, again, the best sense that we can
4 make out of it. That's also the safest.

5 Again, we will begin to, as we work our way
6 through the more technical components of the project,
7 still talk with folks, and you know, hopefully, you
8 guys will continue to have some input and help us make
9 it work for you. That's a big part of what we're
10 trying to do.

11 LEE LISECKI: On the question about the
12 left-turn lane from southbound onto the freeway, that
13 is something that the traffic consultant did look at.

14 And that would -- substantially would increase the
15 delay at that intersection for both the southbound and
16 northbound for SR-2.

17 We did discuss it briefly in the initial
18 study, and it was something that was looked at and --
19 would substantially increase the delay for motorists.

20 MICHELLE MCGRATH: Michelle McGrath. I know
21 you've already addressed this, but I just wanted to
22 third the section about bicycle paths. I think we're
23 rooting more in that direction.

24 Secondly, I just want to comment about the
25 suggestion that the freeway end at the 5, and I know

53

1 that wasn't necessarily part of the preliminary. At
2 this point, I have big concerns about that.

3 I know that, probably, like a lot of people
4 here, I use Glendale to get to and from the freeway,
5 the 2 and the 5, all the time. And if I wasn't using
6 Glendale, I would be using local streets. And if I got
7 off at Fletcher, I would still come back to Glendale.
8 So I just have a concern about that.

9 Then I have a question about trying to decide
10 which of the offramps is the most viable. In B versus
11 D, B has a new pedestrian path that goes over the road,
12 and then D and E uses the current flyover as the
13 pedestrian path.

14 And I notice that there was a big cost
15 difference between B and D in terms of -- I'm assuming
16 because you don't have the cost of demolishing the
17 flyover. And I'm assuming that that's a more
18 sustainable approach, and that you also wouldn't have
19 as many trucks, dust, that kind of thing because you
20 wouldn't be demolishing.

21 IRV TAYLOR: The main difference between those
22 two is the retaining wall --

23 MICHELLE MCGRATH: Okay.

24 MR. TAYLOR: -- would need to be replaced.
25 We've estimated that at about \$6,000,000.

54

1 MICHELLE MCGRATH: No, between B and D. B has
2 a new pedestrian path, and then D has the flyover as

3 the pedestrian path, so -- and I noticed there's a big
4 cost difference. I noticed D was \$18,000,000 and D
5 was -- I'm sorry. B was 21 and D was --

6 LEE LISECKI: Yeah, it was 18 and 21.

7 MICHELLE MCGRATH: I assume that's because you
8 don't have the cost of demolishing?

9 LEE LISECKI: That's exactly right. And
10 because B keeps part of the existing bridge, it's not
11 as simple as just demolishing it and building something
12 in it's place. You're having to essentially saw the
13 bridge in half and retrofit it and make it -- so
14 there's a lot that goes into keeping half of the bridge
15 as opposed to just tearing it all down.

16 But the difference in the cost is that in
17 Alternative D, you're not touching the bridge and the
18 flyover in terms of the structure. There's amenities
19 that are planned over it, but it has nothing to do with
20 the structure itself.

21 MICHELLE MCGRATH: And would that be
22 considered a more sustainable approach in terms of not
23 demolishing something?

24 LEE LISECKI: Well, yeah. Sustainability in
25 terms of the construction difference, and maybe the

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1 long term difference might be different.

2 MICHELLE MCGRATH: I'm sorry. I haven't read
3 the initial study. But what were the pros and cons
4 between the new pedestrian bridge that you're showing
5 there and using the flyover as the pedestrian bridge?

6 LEE LISECKI: Well, it's not a new pedestrian
7 bridge. You're talking about -- there's two structures
8 that exist out there, the actual bridge itself and then
9 the flyover ramp.

10 MICHELLE MCGRATH: Okay.

11 LEE LISECKI: So in one of the alternatives,
12 Alternative D, we keep both. Both get kept. And so
13 the bridge can be used as the pedestrian gathering
14 place, and the flyover ramp will be used as a walkway
15 or something that ends up going over the bridge as
16 well. So the flyover ramp is attached to bridge in the
17 middle of Glendale Boulevard.

18 MICHELLE MCGRATH: Okay. Great. Thank you.

19 EDDIE SOLOMANDO: Hello. My name is Eddie
20 Solomando. I just have a couple questions here. First
21 question is on traffic. And I hear that there's going
22 to be additional traffic with Alternatives B through E.
23 Is that additional to Alternative A or additional to
24 what we have now?

25 Second question: Is managed flow improvement,

56

1 is that consistent with the expected population
2 increases? And two, is a flyover -- does that
3 currently meet first rate safety standards --
4 (inaudible) -- walkway under Glendale -- any of the
5 alternatives?

6 LEE LISECKI: So the answer to the two traffic
7 questions: What's happening under B through E is we're
8 actually reducing the capacity of the offramp from four
9 to three lanes. So whenever you reduce the capacity,
10 you have the same amount of trips or vehicle trips
11 traveling on the road, you're going to increase the
12 delay.

13 So actually, we're not only increasing
14 traffic, we're increasing the delay slightly to
15 vehicles that are traveling southbound on SR-2 to
16 Glendale Boulevard.

17 In this project we do not assume -- this is
18 not a development project. It's not a hotel or a
19 hospital. So it actually won't increase the amount of
20 trips and -- (inaudible) -- so that was what our
21 traffic analysis looked at.

22 As far as your second question, better
23 managing flow, as opposed to having the flyover right
24 now where cars are coming skating off -- I think the
25 woman suggested a speed sign -- now we're actually

57

1 introducing a signal so that cars would have to stop
2 before they exit off of the freeway or dramatically
3 slow down before they cross the intersection of
4 southbound Glendale Boulevard.

5 EDDIE SOLOMANDO: So as I understand it, we're
6 just improving the safety, but we're still going to
7 have the same amount of traffic and probably more going

8 towards the future.

9 LEE LISECKI: Between the different
10 alternatives, yes. We analyzed the year 2030, year
11 2033, for traffic, and we grew the amount of traffic in
12 the area to that level. I think there was two
13 different growth rates. We grew the traffic quite
14 dramatically up to approximately what the traffic would
15 be in 2020 and 2030.

16 However, between all the alternatives, we did
17 not change the volumes. The volumes were the same
18 because we assume -- since this project, all it does is
19 reconvene a roadway, there's not a single alternative
20 that essentially draws trips to it.

21 EDDIE SOLOMANDO: Okay. I understand. We're
22 going to have safer streets but more traffic?

23 LEE LISECKI: There's more traffic in general
24 because projects are going on, there's population
25 increase. Traffic in general will increase in an area

58

1 even if you do nothing.

2 So in an area such as, let's say, the downtown
3 area, where you -- (inaudible) -- where you just put in
4 the Staples Center, because those are new projects,
5 they're drawing trips in. So the trips there are going
6 to increase at a higher rate than in an area where
7 there are just homes, because overall, traffic is
8 increasing in the LA region because population is
9 increasing. So that's just the typical growth rate.

10 EDDIE SOLOMANDO: Thank you. What about my
11 second question?

12 LEE LISECKI: I think your question was why
13 there would be a sidewalk on the west side?

14 EDDIE SOLOMANDO: On Glendale.

15 LEE LISECKI: Yeah, there would be a
16 continuous sidewalk from Waterloo to Duane Street on
17 the west side of Glendale Boulevard where they would
18 cross under the overcrossing bridge.

19 EDDIE SOLOMANDO: Okay. And for the
20 flyover -- (inaudible).

21 LEE LISECKI: Okay. Richard, do you want
22 to --

23 This is Richard Silos from ACOM. They

24 prepared the cross report.

25 RICHARD SILOS: For the alternative that the

59

1 bridge will remain, that currently is being owned by
2 Caltrans. So leaving that bridge in place, would still
3 be very much looking to -- (inaudible).

4 SANTIAGO PEREZ: My name is Santiago Perez.
5 I'd like to know why they removed the flashing lights
6 on the freeway? Before it used to say "End Freeway" in
7 yellow flashing lights. About a year ago, they were
8 removed. That was just to slow the traffic. At least
9 people used to know who were coming to the street.

10 IRV TAYLOR: That's a good question. We
11 talked earlier about putting that kind of thing on the
12 freeway. I didn't know that it existed and was taken
13 out.

14 SANTIAGO PEREZ: It says "End Freeway." They
15 have two flashing lights. They removed them a year
16 ago. I don't know why.

17 LEE LISECKI: I don't know, but we can maybe
18 find out for you. But one of the things just to --

19 SANTIAGO PEREZ: Couldn't they just put it
20 back?

21 LEE LISECKI: One of the alternatives actually
22 includes additional signage along the southern part of
23 the terminus.

24 SANTIAGO PEREZ: No, like tomorrow.

25 LEE LISECKI: So flashing lights, additional

60

1 signs directing traffic, the whole idea is to create
2 more of a traffic calming effect, again, to give the
3 motorists visual clues that you're now soon to be
4 approaching a local street, not continue on a freeway.
5 So those sort of measures are relatively easy to
6 implement.

7 IRV TAYLOR: That's a Caltrans question. I
8 have no idea. We'll raise that question with them
9 shortly.

10 MICHAEL WEBSTER: Michael Webster. I just
11 wanted to make a comment about the question that was
12 asked over here about the difference between B and D.

13 And since it's more expensive to remove some
14 of the bridge, the question is: Why that's being
15 opposed? And the answer, I believe, is because it
16 gives more width on the road because -- correct me if
17 I'm wrong.

18 My sense is both -- the relatively expensive
19 options B and E are both being proposed as counters to
20 D because they give more width to on- and offramps to
21 the freeway. So the neighborhood, by and large, oppose
22 spending money to create relatively more width and
23 favor D over B or especially E, which is --
24 (inaudible).

25 IRV TAYLOR: I don't think any of these add

61

1 width.

2 PETER LASSEN: Peter Lasher. By partial
3 removal of the bridge on the west side, that then
4 brings those -- the width of the entire exit and entry
5 up to Caltrans standard. It's the same issues as
6 removing the retaining wall on the east, which brings
7 the entire width up to Caltrans standards.

8 IRV TAYLOR: (Inaudible).

9 PETER LASSEN: With the clear side width and
10 things like that.

11 IRV TAYLOR: Again, part of this is a
12 balancing act because we have to result in what meets
13 the standard or close enough to the standard. And how
14 do you balance this out and still come up with a
15 credible improvement in the community?

16 So the alternatives have attempted to weigh
17 that. I'm not going to say that even at this stage
18 that all of that weighing and balancing is completed.

19 Once we get into the detailed engineering, we
20 may find things that we may not have even expected to
21 find that may change the equation. So we'll have to
22 continue to try to balance this.

23 We're going to make this the best that we can
24 that meets the requirements, but also is of maximum
25 benefit within what we can do for your community.

62

1 That's what we started out to do, and that's what we

2 remain committed to accomplish.

3 PETER LASSEN: You say we'll end up with a
4 result that meets the requirements. So does D not meet
5 the requirements? Should we all be talking about which
6 is better, B or E, because D is too --

7 IRV TAYLOR: Caltrans has not --
8 (Inaudible) -- will be engaged in probably the next
9 three months or longer, negotiating with them on what
10 we can all live with in terms of the various
11 alternatives. We haven't engaged in that part of that
12 process yet. Getting to this part has been fun.

13 Nobody has made a decision as to any of these
14 alternatives at this point in time. In fact, we
15 deliberately avoided even defining criteria that will
16 be used to select the alternative through right now,
17 today.

18 Not until after July 2nd, once we have
19 completed the public review and comment process, will
20 we in fact define any criteria or begin the process to
21 define criteria to select the alternative.

22 And that's why I said, the request that we put
23 in for additional funds was a request for the amount
24 that we would need for the most expensive alternative.

25 We have not made any decisions at this point

63

1 or selected any criteria to guide us through selecting
2 a preferred alternative. And so all of your comments
3 and questions here tonight, as well as Thursday and
4 next Tuesday, will all be factored into making that
5 decision.

6 PETER AUERBACH: Peter Auerbach. My wife
7 opened up the question earlier -- I still -- as
8 beautiful as any of these things may be, I see nothing
9 that is going to improve traffic on Glendale Boulevard,
10 which is the whole problem.

11 When you have people coming off of the
12 freeway, whether you have four lanes or three lanes --
13 three lanes will just make it back up further. 10:00
14 in the morning, there is still traffic backed up on the
15 the 2 Freeway. How are any of these things going to
16 help that?

17 IRV TAYLOR: I understand the concern you just

18 raised. I guess all I can say at this point is that
19 the project, as I understand it, is not decided on or
20 defined to increase or accommodate additional traffic.

21 It was to better manage the known traffic and
22 the expected traffic in the future in a way that would
23 be consistent with improving the safety and the
24 accessibility of the pedestrian and the bicycle rider
25 in this community.

64

1 In the flow, in the context, of traffic, if
2 are you observing that the overall difference or after
3 the expenditure of several millions of dollars is not
4 all that great, I would agree with you in that sense,
5 it's not all that great.

6 But the great thing, I think, that will come
7 out of this is that you will have a better or more
8 attractive facility in your community, and it will be
9 safer overall, and the open space issue is something
10 that will be added to -- actually, to this community.

11 LEE LISECKI: We did look at a range of
12 alternatives. There was one alternative that does
13 increase capacity of the roadway. That's Alternative
14 A. That's the one that widens the onramp and offramp
15 from two to three lanes.

16 IRV TAYLOR: Thank you all for coming out and
17 participating with us. And hopefully we can move
18 forward.

19
20 (Proceedings concluded at 8:00 p.m.)
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1 STATE OF CALIFORNIA) ss:
2 COUNTY OF LOS ANGELES)
3

4 I, WINDY PICARD, Certified Shorthand Reporter
5 No. 12879 in the State of Californian, duly empowered
6 to administer oaths, certify:

7 That said presentation and public questions
8 and comments were taken before me at the time and place
9 therein set forth and was taken down by me in shorthand
10 and thereafter transcribed under my direction and
11 supervision, and I hereby certify that the foregoing
12 deposition is a full, true, and correct transcript of
13 my shorthand notes so taken.

14 I further certify that I am neither counsel
15 for, nor related to any party to said action, nor in
16 any way interested in the outcome thereof.

17 IN WITNESS WHEREOF, I have hereunto
18 subscribed my name this 23rd day of June, 2009.

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WINDY PICARD, CSR No. 12879

Transcript of the Public Information Meeting on June 11, 2009

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SR-2 FREEWAY
TERMINUS IMPROVEMENT PROJECT

COMMUNITY WORKSHOP
BARLOW HOSPITAL
2000 Stadium Way
Los Angeles, California
June 11, 2009

1 APPEARANCES:

2 IRVING N. TAYLOR

Metro

3 Transportation Planning Manager

4

5 STEVE CROSLEY

Fehr & Peers

6

7 CHESTER BRITT

Arellano Associates

8

9 LEE LISIEKI

Jones & Stokes

10

11 ERVIN JORDACHE

Los Angeles Department of Transportation

12

13 TERESA TAPIA

Jones & Stokes

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15 YESENIA ARIAS

Arellano Associates

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1 AGENDA:

2		PAGE
3	1) Introductions and opening	4
4	2) Project presentation	8
5	3) Public comments and questions	28
6	4) Adjournment	67

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1 Los Angeles, California, Thursday, June 11, 2009

2 6:30 p.m.

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5 MR. TAYLOR: Good evening, everybody. I'm glad
6 that you all could make it for our second community
7 workshop on the State Route 2, Terminus Improvement
8 Project. I am going to try to introduce our project
9 development team.

10 My name is Irv Taylor, and I'm with Metro, the
11 project manager for this project. To my right we have
12 Lee Lisieki from Jones & Stokes. Chester Britt from
13 Arellano Associates. Ervin Jordache is here from LADOT.
14 Teresa Tapia is here from Jones & Stokes. Yesenia Arias
15 from Arellano Associates. Steve Crosley from Fehr &
16 Peers. I have a few other folks here.

17 Anyway, we've assembled a very good technical
18 team to -- most of you guys know these folks a lot
19 longer than I have, those of you who have been involved
20 with the project for a long time, so without further
21 introduction on that end, we'll get into this a little
22 bit.

23 What we're going to do is have a brief
24 overview presentation of the project. We'll go through
25 the history a little bit and overview the project

1 alternatives and the next steps in a general kind of a
2 sense. Once we're finished with that, what we'll do, we
3 have all these boards. We have three laptops here that
4 give a demonstration of the traffic impacts of the
5 various alternatives that you can take a look at.

6 Steve will be able to walk any of you who are
7 interested in these displays through that. Chester, Lee
8 and I will walk you through some of the boards. Once
9 we've sort of gone through that with questions and
10 answers on that, if there are general questions at the
11 end, we will field some questions before we adjourn the
12 meeting. So that's pretty much how we're going to try
13 and handle the business tonight.

14 Basic history, this particular project
15 actually began probably about 1992 with a study Metro
16 conducted on traffic impacts and effects and a basic
17 look at what kinds of improvements could work out here
18 to improve the situation with SR-2.

19 1994 Metro in conjunction with LADOT completed
20 the Glendale Boulevard Corridor Preliminary Planning
21 Study, which took a further look at the range of
22 alternatives, opportunities, that could, in fact,
23 possibly happen and so forth.

24 In 2002 Metro and Caltrans completed the
25 Project Study Report, the project development support

1 process, which took a preliminary look at the technical
2 requirements for the -- at that point I believe it was
3 four alternatives that had been identified, and did a
4 basic cost assessment and evaluations to determine what
5 those projects would, in fact, cost to implement.

6 In 2006 Metro and Caltrans kicked off the
7 environmental process, which actually is what brings us
8 here tonight, with a series of meetings. I don't know
9 if they were regular series of meetings, but they were a
10 series of meetings held both in the Echo Park and the
11 Silver Lake communities. From that point, to gain
12 community input into the process and to assist in the
13 definition of project alternatives and the elements that
14 would be involved in each of those alternatives.

15 In 2007 as a result of the scoping meetings
16 and community outreach, the five alternatives that we
17 have were, in fact, identified. Actually, it's six
18 because the no-build alternative is always an
19 alternative. But there are five build alternatives, so
20 that original list of four alternatives had been
21 expanded to include a fifth option for the improvement
22 of the terminus.

23 At this point now we have, in fact, completed
24 the Environmental Assessment and Evaluations. We've
25 identified the impacts of each of those alternatives,

1 and the Draft Initial Study. The Environmental
2 Assessment has been approved or signed off on by
3 Caltrans, which has led us into the public review
4 process. And that will then kick off the final stages
5 of this particular set of the project for all of the
6 documentation requirements.

7 The basic goals have remained consistent
8 actually through the years as I've gone through the
9 project record. And that is essentially to improve the
10 environmental setting of the freeway terminus in the
11 community; to hopefully develop some additional open
12 space and to improve that open space to improve the
13 quality of the intersection of the freeway with Glendale
14 Boulevard; to better manage traffic flow. And again,
15 that's a very important thing to keep in mind is that we
16 are not -- none of these alternatives increase the
17 capacity of the roadway system as it exists.

18 The project is specifically designed to manage
19 and to improve the management of the flow of traffic
20 through the intersection junction of SR-2 and Glendale
21 Boulevard.

22 And three is to improve the safety for both
23 motorists and pedestrians, and pedestrians also includes
24 bicyclists. And we have pretty well defined a
25 comprehensive -- I believe it's comprehensive -- set of

1 improvements that will, in fact, achieve each of these
2 objectives, which will be defined and discussed.
3 Chester is going to take us through the explicit
4 definition of these project alternatives at a slightly
5 later stage here.

6 Basis study boundaries are from the I-5 to
7 essentially Beverly Boulevard, south on Glendale
8 Boulevard. Study area is a much larger area than the
9 physical construction because of the nature of the
10 impacts and the requirements to evaluate impacts
11 throughout an area as best as we are able to determine
12 it.

13 So for this purpose the study area was defined
14 as the junction of I-5 south to Beverly Boulevard along
15 Glendale Boulevard. The primary area for the physical
16 construction that will be discussed as part of these
17 alternatives is the terminus of SR-2 at Glendale
18 Boulevard.

19 And I'm going to turn this over to Lee Lisieki
20 from Jones & Stokes.

21 MR. LISIEKI: Thank you, Irv. This slide gives you
22 an overview of the project development and cost approval
23 process. It sort of gives you an idea of where we
24 started and where we are right now and where we're
25 going.

1 As Irv mentioned, back in 2006 this project
2 commenced, this version of the project, this version
3 of -- this study. And over the next year, year and a
4 half through 2007 as a result of the extensive community
5 input and outreach, we developed a range of
6 alternatives, again, five build alternatives. Once
7 those alternatives were defined, then they were
8 evaluated with essentially two companion documents: One
9 is the environmental document, which is called an
10 Initial Study/Environmental Assessment; and along with
11 that there was an engineering document just called the
12 Project Report.

13 The Project Report identifies things such as
14 the cost of the alternative, whether there are any
15 non-standard features -- these are features that don't
16 meet Caltrans standards -- other operational issues, and
17 whether there were utility locations. Basic engineering
18 feasibility of the alternatives.

19 Now that we've completed the environmental
20 analysis and it's been summarized in the Initial
21 Study/Environmental Assessment, which is available for
22 public review. The public review period closes on July
23 2nd. So I would just like to emphasize that if you have
24 comments, it's very important that you submit those
25 comments. You can do that either in writing here

1 tonight or mail them to Metro, Irv Taylor at Metro, by
2 July 2nd. We're not going to consider any comments
3 received after July 2nd.

4 That's essentially the overview of the
5 environmental process, project development/approval
6 process. Just a couple more things I'd like to add
7 before we go to the next slide.

8 We'll consider all of your comments in what's
9 called the Final Environmental Document and we'll
10 respond to those comments. That Final Environmental
11 Document will then be accompanied by the Final Project
12 Report, both the Final Environmental Document and the
13 Final Project Report will identify the preferred
14 alternative. And the project development team, working
15 as a team, considering a number of factors, including
16 community comments and concerns, will identify various
17 criteria and then based on those criteria, your issues,
18 your concerns, identify a preferred alternative.

19 So the basic purpose of the initial study, it
20 explained why the project is being proposed. The
21 purpose, the need, the project goals, then describe in
22 detail those proposed alternatives. We have these
23 boards around the room. After we finish our
24 presentation if you have any additional questions, very
25 specific questions, we're available for another half

1 hour to answer those questions on the alternatives.

2 The purpose is also to describe the existing
3 environmental setting that could be affected by the
4 proposed alternatives. And then, of course, to identify
5 what the impacts of those alternatives are, and if there
6 are any significant impacts, ways to mitigate or
7 minimize those impacts.

8 Now, I mentioned the Initial
9 Study/Environmental Assessment. Prior to preparing that
10 Draft Initial Study/Environmental Assessment, we
11 prepared a number of technical studies. They're
12 technical studies, if you pile them up, they're probably
13 that thick. They evaluate a number of different areas
14 in detail. They're available at the local libraries
15 along with a Draft Initial Study/Environmental
16 Assessment. I believe they're also available on
17 Caltrans' website. And they, again, cover the full
18 range of environmental issues from air quality to
19 traffic, which is, I know, the key issue of concern, as
20 well as visual and noise impacts.

21 So I'm going to turn it over to Chester, who
22 is going to talk about the alternatives.

23 MR. BRITT: Thanks, Lee. So in 2006 we started
24 this particular project, and as Irv and Lee both went
25 over with you just a second ago, it's been a long

1 process, and we've been working with the community a
2 long time to identify these alternatives.

3 When we started the study in 2006, we began a
4 set of scoping meetings that we did with the community.
5 We had hundreds of people come out from the community
6 and participate in those. We got a lot of comments
7 about the range of alternatives that we were looking at
8 at the time. And we took those comments in and we came
9 back to the community and held another community meeting
10 where we went over the alternatives.

11 There was still not complete consensus at that
12 time as to which range of alternatives we should put
13 into the environmental process, so we held a series of
14 scoping -- not scoping, but focus group meetings, where
15 we invited people that had real strong comments about
16 the alternatives to meetings where we went through the
17 alternatives and tried to figure out which range of
18 alternatives should go through the environmental
19 process. And at the end of all of that, we ended up
20 with these five build alternatives.

21 And our alternatives that I'm going to show
22 you right now are all the alternatives that we ended up
23 with when we started the environmental process about a
24 year and a half ago when Lee started to do his technical
25 work. They have not changed since then. So if you have

1 been to previous meetings, they should be exactly the
2 same as what you saw when you were at those meetings.

3 However, I just want to focus on a couple
4 things before we actually go through the individual
5 alternatives. One little minor correction, Alternative
6 A is the one alternative that was carried over from the
7 last phase of the work. And that actually does add
8 capacity. It actually does add a lane. And so that
9 alternative in particular does do that. But the other
10 alternatives really cover the gamut from A to Z what
11 could happen out in the field in terms of changing the
12 terminus. And so that was real important because we
13 wanted a range of alternatives so that when we went
14 through the environmental process, the decision-makers
15 had a choice that really covered anything that could
16 possibly happen out there, and I think we've
17 accomplished that.

18 So let's go through each of the alternatives
19 one at a time and we'll just highlight what some of the
20 nuance differences are. Alternative A, as I mentioned,
21 was carried over from the last phase. This should
22 remind you very much of what is out there right now.
23 You have two ways to exit SR-2. One is a pair of lanes
24 that comes off over here. And then you also have a pair
25 that go over the flyover ramp, and then you have your

1 northbound lanes that go onto the SR-2 as well.

2 So this is pretty much the configuration that
3 exists out there now. What Alternative A would do would
4 be to add lanes. So you're going to widen the ramp from
5 two to three lanes and the overpass, two lane flyover,
6 will remain, which I mentioned, and then you're going to
7 have a crosswalk and sidewalk on the east side of
8 Glendale between Allesandro and northbound onramp that
9 would be eliminated. So there's a crosswalk right here
10 that would be eliminated because of the adding of the
11 lanes and safety requirement.

12 The issues of constraints for Alternative A is
13 that one of the project goals that Irv covered is that
14 to add additional open space is one of the ideas that we
15 were trying to accomplish. And Alternative A would not
16 do that because those lanes remain in place.

17 Also, the safety hazards due to the flyover
18 and traffic merging with southbound Glendale would
19 remain. Right now one of the reasons we're doing this
20 project is because you have cars coming over the flyover
21 ramp at high rates of speed and they're entering the
22 community, and it's not really a safe condition. So
23 that's one of the reasons why we're doing this project.
24 And for this particular alternative, that would still be
25 the case in terms of how the flyover ramp functions with

1 Glendale Boulevard.

2 Alternative B changes a couple things. You
3 see right here part of the bridge remains, but the
4 flyover ramp is taken out. And part of the bridge is
5 actually taken out. So this is just an actual part, I
6 guess, portion of the bridge that remains. And that
7 would be left as a pedestrian link between this newly
8 created open space and the existing Tommy Lasorda Field.

9 The ramps that are exiting right now over here
10 would be moved to the east. And so all the ramps coming
11 off the SR-2 and going on the SR-2 would now be pushed
12 to the east and be up against Allesandro.

13 In this particular alternative you have two
14 lanes exiting which are through-traffic lanes, and you
15 have one lane exiting which is a non-exclusive
16 right-turn lane. So you would have some cars would be
17 able to turn right and some people would go straight.
18 So you have a total of three lanes coming off, but one
19 of those lanes is not exclusive right. You also
20 maintain two lanes that are going onto SR-2 northbound.
21 You're adding a traffic signal here, which is going to
22 control the flow of traffic both on and off SR-2. And
23 you're also improving the intersections just north of
24 the bridge and also down here as well. And you're doing
25 stamp concrete, some different design treatments in

1 order to give visual clues you're entering into a
2 different area.

3 This area right here which we're showing just
4 for illustrative purposes as being landscaped is not
5 part of the cost of our project. When we see the cost
6 numbers later in the presentation, that is not included
7 as part of the cost of this particular project.

8 MS. EDWARDSON: Which part?

9 MR. BRITT: The landscaping treatments in this
10 available open space that would be created by moving
11 these lanes east, right here for illustrative purposes
12 we've shown that landscaped. Now, Lee's going to talk
13 about that. Metro has no intention of building this
14 project until the funds are identified to improve that
15 open space. This is not the final design of that. This
16 is just an illustrative example of what can be done out
17 there. There would need to be further design of what
18 that open space would look like.

19 Alternative B, in terms of the improvements
20 and additional funding, I mentioned the open space and
21 park improvements. The ADA accessible pedestrian ramp
22 in place of the flyover would also need to be funded
23 separately.

24 Issues of constraints related to this project,
25 additional traffic delay due to the new signal. Because

1 what happens is when you add the signal here, if you're
2 going northbound on Glendale, you are not able to go
3 north on Glendale until that signal is red for cars
4 coming off the freeway obviously. So right now you have
5 the flyover ramp which allows you to go under the
6 flyover ramp at a grade separated condition, and so
7 there's no impediment to moving through here. But there
8 will be when this is all opened up and the flyover ramp
9 is gone. So when the cars coming off on a green signal,
10 northbound cars are going to wait so they can go north
11 on Glendale Boulevard.

12 And then one other issue in constraint as part
13 of this alternative is non-standard median width on the
14 SR-2 terminus and that's in this area right here.

15 Alternative C removes the bridge and the
16 flyover ramp entirely. So in this particular
17 alternative you do not have any remaining portion of the
18 bridge or the flyover ramp. What that does is it gives
19 you a little bit more right-of-way and so now you see
20 the addition of some boulevard improvements and
21 landscaping treatments in the median.

22 The idea here is that we want to give drivers
23 visual clues that they're entering into a community and
24 they're leaving a freeway. Right now there is no visual
25 clues and most people are coming off that flyover ramp

1 way too fast. But by landscaping a median here,
2 increasing the green areas along the freeway, we believe
3 we can create some visual clues. It will also be
4 aesthetically a lot different.

5 With the flyover ramp and the bridge gone,
6 again, there's a big buildup to get over the street for
7 the flyover ramp and the bridge right now. So a lot of
8 this terrain is actually sloping up through this area
9 and then sloping down through this area. And that could
10 be brought at a different rate more conducive to the
11 existing environment as well.

12 The number of lanes coming off would be the
13 same as the last alternative you would still have three
14 coming off with one being non-exclusive right-turn and
15 through. You would also have two lanes which would be
16 maintained going northbound on Glendale onto the SR-2.
17 You still have the intersection improvements at these
18 two areas. And the traffic signal here as well.

19 Improvements, which are contingent on
20 additional funding, is, again, the open space park
21 improvements. And the issues and constraints for this
22 alternative are additional traffic delays due to the new
23 signal. The same issue I mentioned before. And then
24 less open space created than Alternatives B, D and E due
25 to the removal of the flyover and the overpass.

1 You will see on these next two alternatives
2 that we're going to go over, one of the concepts is to
3 take the existing bridge and the flyover ramps and put
4 open space areas and plaza areas on top of those bridges
5 and flyover ramps. And that would be, obviously,
6 additional open space and community space. So with the
7 bridge and the flyover ramp gone, you are losing that
8 area right here, which would be used as a plaza area,
9 but you are gaining still all of this open space on both
10 sides, which is where the flyover ramp used to be and
11 the bridge abutments used to be.

12 Alternative D is an alternative that came from
13 people in the community during the scoping process. It
14 has a couple features which are unique to it, which is
15 obviously keeping the existing bridge and the flyover
16 ramp structure. Now, you can see some, again,
17 illustrative ideas of how to landscape or put treatments
18 on there which would be for walkways and pedestrian
19 areas on the bridge connecting both sides of the Tommy
20 Lasorda Field and this new open space.

21 Again, you're moving the ramps that exist over
22 east. And by keeping the bridge and the flyover ramp,
23 what essentially you're doing is you're creating a pinch
24 point between the retaining wall here on Allesandro and
25 the existing structure, so you can see the tapering of

1 the right-of-way as it gets close to the actual
2 terminus.

3 So that's one of the features on this. You
4 also have still the signal. You still have three lanes
5 coming off, two through and one non-exclusive right turn
6 or through. You have two lanes still going north, which
7 you can go onto the freeway as well. You still have
8 some of the boulevard treatments, or the median
9 treatments I should say, that I talked about a second
10 ago. But in this case, again, the median treatments
11 have to stop short of the intersection or the terminus
12 area because of the restricted right-of-way availability
13 in that area. Again, you have the intersection
14 improvements at these two areas, and I think that pretty
15 much covers that particular alternative.

16 The improvements contingent on additional
17 funding are the open space and park improvements. The
18 same things we mentioned before. The issues and
19 constraints, additional traffic delays due to new
20 signal. Same issue I mentioned. And in this particular
21 alternative, you have non-standard lane and median and
22 shoulder widths on SR-2 at the terminus. One lane in
23 each direction would be non-standard, and then you would
24 also have non-standard median and shoulder widths again
25 because of the restricted availability of right-of-way

1 in that area.

2 Alternative E is very similar to the
3 alternative I just described. What happens is to make
4 these lanes more standard, one of the ideas was to take
5 a retaining wall along Allesandro and move it further
6 east. So by doing that, even though you leave the
7 bridge and the flyover ramp in place, like Alternative
8 D, now you have some additional space where you can make
9 those lanes and shoulders and medians more standard.

10 So that's what this alternative tries to
11 accomplish. You still have the other features in terms
12 of the landscaping or median improvements here. The
13 intersection improvements. You still have the traffic
14 signal. You still have the same number of lanes going
15 off and same number of lanes going on.

16 Again, here you see the additional traffic
17 delay due to the signal. Same issue. And then the last
18 thing about this alternative, because the retaining wall
19 is very expensive to move, it makes this alternative the
20 most costly of the five alternatives due to the
21 relocation of the retaining wall. So in order to move
22 that retaining wall, it's very expensive to do that, and
23 so that makes this alternative the most expensive of all
24 the alternatives.

25 So with that I will turn it back over to -- I

1 believe it's Irv, or is it Lee? He's going to go over
2 the environmental consequences in the document.

3 MR. LISIEKI: So I mentioned earlier that we did a
4 number of technical studies. And the results of those
5 technical studies were summarized in the additional
6 study environmental assessment. And I would just like
7 to go over a few of the impacts that were probably, or
8 are probably more interest to the community.

9 First, again, is traffic. As a result of
10 placing that new signal at the terminus intersection of
11 the freeway and Glendale Boulevard and also reducing the
12 number of lanes under Alternatives B through E, there's
13 going to be additional delay at that intersection.

14 Air quality, the air quality impacts are the
15 construction air quality impacts. The construction
16 period will last for a number of months, so there will
17 be dust generated by the grading activities, and of
18 course, particulates and emissions from the construction
19 equipment. Mitigation for that is dust control
20 measures.

21 Noise impacts. All of the build alternatives
22 would result in noise increases, but they're very minor
23 increases. Less than 2 decibels. Even though they're
24 minor increases, Caltrans has a requirement in noise
25 levels that approach or exceed 67 decibels, you have to

1 consider noise abatement. Typically, that's soundwalls.
2 So all of the build alternatives, A through E, will
3 include soundwalls on either side of the freeway
4 extending as far north as Oakland Place -- actually,
5 extending a little bit beyond Oakland Place on the
6 north.

7 Visual impacts. Obviously there's going to be
8 some significant construction activities. That's going
9 to result in the removal of trees and vegetation. The
10 mitigation for that is replacement landscaping. There
11 will be new structures. Those structures will have
12 aesthetic treatments to make them more attractive and
13 appealing to the community. We recognize that the
14 soundwalls could be targets for graffiti. So there will
15 be landscaping along the soundwalls as well.

16 Project funding. There is \$12 million in
17 federal and local matching funds for planning, design
18 and construction. That is not sufficient to pay for the
19 construction of these five alternatives. So Metro is in
20 the process of seeking additional stimulus funding for
21 the project.

22 And this slide estimates -- provides estimates
23 of the project costs. And costs range from
24 approximately 12 million for Alternative A to the most
25 expensive of the alternatives, which is Alternative E,

1 approximately 24 million. These are the costs that are
2 in the project report. I would just like to note one
3 correction. The Initial Study/Environmental Assessment,
4 the cost of the alternatives identified in that document
5 are out of date. So these are the correct current costs
6 based on estimates of what the cost of the preliminary
7 engineering concepts would be for the alternatives.

8 Now, just a couple notes about the costs. As
9 you can see, Alternative C keeps the flyover and
10 overpass -- I'm sorry. C removes the flyover and
11 overpass. Alternative D keeps the flyover and overpass.
12 So you can see there's a difference of around
13 \$4 million. And that \$4 million is the cost of
14 demolishing those structures and other improvements.

15 The cost of the retaining wall is pretty
16 expensive. It's almost \$6 million. So that's the
17 reason why Alternative E is the most expensive of the
18 alternatives.

19 MR. TAYLOR: We've completed at this stage the
20 draft environmental documents and the preliminary
21 engineering and the required planning studies. So, of
22 course, the next steps are what's important, how do we
23 go from these concepts to a finally built solution,
24 which I'm sure most folks are keenly interested in. And
25 as well with that the amount of time that it will take

1 to get from this point to that point.

2 What we have is this month and next month
3 until the 2nd, we will be completing our 45-day public
4 review and comment period. All comments from the
5 public, questions, comments, statements, suggestions or
6 otherwise, need to be received by us by no later than
7 July 2nd, 2009.

8 We can receive those via e-mail. We have a
9 court reporter here tonight. You can give comment --
10 testimony as you prefer to the court reporter. He will
11 record that. All of this will go into the final public
12 record, and will all be considered and evaluated as we
13 approach making a decision in terms of the preferred
14 alternative.

15 You can submit your comments via mail, again,
16 e-mail, postal service. You can have certified delivery
17 if you prefer. Fax. And so forth. But all comments
18 must be received by July 2nd.

19 Next Tuesday we will have the formal public
20 hearing for this. We will have a court reporter at that
21 session. And each person will be given -- who wishes to
22 speak will be given a specific amount of time in which
23 to say whatever they wish to say about the project. And
24 again, all of the comments that we receive from the
25 public, from the members of the community, will be taken

1 into account. And everything that is said will be
2 recorded and will be entered into the final document,
3 which will be under preparation once we finish.

4 After we receive and close the public hearing
5 process, the next critical step will be the
6 consideration and evaluation of the alternatives to
7 select a preferred alternative. Following that point,
8 that recommendation will be made to the Metro or MTA
9 board for a vote and decision by -- our board that is --
10 to adopt a locally preferred alternative.

11 Pretty much simultaneously to that, Caltrans
12 will also take an action to approve the locally
13 preferred alternative. And that will kick us basically
14 into the final preparation of the final documents and
15 the final steps that we have to take from a legal
16 standpoint to close out the Environmental Assessment
17 phase of the project. We expect that to happen during
18 December to January of 2009/early 2010.

19 That kind of takes us through our
20 administrative process. Pretty much simultaneously to
21 this, once we know what the alternative is, the next
22 critical thing that we have to do is to go through
23 essentially our procurement process. Lee mentioned
24 about the amount of money that we have. We were granted
25 an original \$12 million approximately during the years

1 for the various studies that were discussed and
2 described earlier. We've spent approximately \$3 million
3 of that, all of which are eligible project costs. So we
4 have about \$9 million left at this point in time for
5 detailed engineering, final drawings and construction
6 documents, and then whatever is left over for
7 construction.

8 We have already placed a request for
9 additional funds to carry out and construct the most
10 expensive alternative, in other words, we've asked for
11 enough money to cover the most expensive alternative.
12 If a lesser expensive alternative is chosen, well, then
13 we'll figure out what to do with that money in terms of
14 how we could spend that in the SR-2 terminus area.

15 So that's pretty much the key steps that we
16 will follow between now and the end of the year. During
17 2010 we essentially would do a procurement process to
18 select a contractor to do the detailed engineering and
19 develop the construction documents. That probably will
20 take about 12 months to do and to get certification from
21 Caltrans and approval from Caltrans for those documents.
22 So that they have to sign off and say that those past
23 muster in terms of their requirements. And we would
24 then hope that we could be under construction sometime
25 early in 2011.

1 We estimate at this point, and that could
2 change and probably will change, that the construction
3 period would be approximately 24 months. Roads and so
4 forth take a long time. And here with ramps and so
5 forth, it's likely to take at least 24 months. But our
6 goal would be to get the project constructed in the
7 shortest amount of time possible.

8 So that's kind of the time frame that we're
9 working on at this point in time, and obviously as we
10 move further forward, those time estimates will be
11 refined.

12 I think I've covered pretty much how to
13 comment. I think the simplest way will be to send a
14 letter or probably the easiest way would be to give
15 comment to the court reporter tonight or at our meeting
16 next week. I've already received several e-mail
17 comments, which have been passed on to be included in
18 the record.

19 So that pretty much concludes this part of our
20 presentation. And we can move to further discussion of
21 particular questions you may have in terms of the boards
22 and the displays that we have. And once we're done with
23 that, about maybe 20 or 30 minutes, we can take some
24 questions.

25 MS. RASKIN: First, I would like to ask a question

1 at this time. I'm Judy Raskin. I'm the chairperson of
2 the Echo Park Community Action Committee. On Tuesday
3 night Pete Lassen brought up the subject and asked you a
4 somewhat involved question, and I would like to ask it
5 slightly differently tonight because we feel that it is
6 important.

7 The Echo Park Community Action Committee is
8 very concerned that the contractor that prepared the
9 environmental document has not yet met the contract
10 requirements. By choosing to improve the environmental
11 report for release to the public, it appears that Metro
12 and Caltrans are going along with their contractor's
13 failure to deliver the assessment they were hired to
14 provide.

15 Neither the text nor the drawings in the
16 Initial Study/Environmental Assessment show any
17 consideration of Glendale Boulevard south of Clifford
18 Street, nor of the SR-2 Glendale Freeway north of Baxter
19 Street. In order to meet the requirements of the
20 request for proposals, which is the contract, the
21 contractor must show and environmentally assess all work
22 anticipated within the construction limits of the
23 project.

24 And your response to this subject on Tuesday
25 that the contractor didn't do the assessment because

1 there isn't enough money to actually do the whole job,
2 doesn't seem right to us.

3 The contractor's job is to do an environmental
4 assessment of the whole construction area regardless of
5 what the ultimate construction costs might be. Now, on
6 behalf of the community, we would like to know why Metro
7 and Caltrans permitted the contractor to deliver only
8 part of the work it was hired to do.

9 MR. TAYLOR: Okay, well, we'll correct the record.
10 Thank you for your comment. The question on Tuesday
11 night regarded the definition of the project area,
12 project boundary, and the construction limit of the
13 project.

14 And I responded to the question about the
15 construction limit, that the construction limit as
16 defined in the RFP gave us, Number 1, the latitude, but
17 it defined the construction limit as being essentially
18 from the I-5 to the interchange, to the terminus.
19 That's what was defined as the "construction limit."

20 Construction limit generally means, and
21 essentially always means, the entire area that may be
22 affected for construction on a freeway, or road. And
23 that would include areas for staging. That would
24 include areas for debris, waste. It would include areas
25 for trucks, contractor's office, signage, parking for

1 construction workers, detour areas, and a whole host of
2 things that are not essentially especially the actual
3 construction work that may, in fact, be done.

4 In other words, if there's a hole to be dug
5 here, you have to prescribe an area larger than that
6 hole because that's the impact area of the construction.
7 That's what "construction limit" generally means.

8 The second response that I gave was that the
9 project is constrained -- and again, as you saw the
10 definition, the definition for "construction" is that
11 the primary area of emphasis is the exact terminus,
12 which is the point at which SR-2 intersects Glendale
13 Boulevard.

14 We have not said that if there was money
15 available -- and at this point we've given estimates,
16 but we really don't know until we do detailed
17 engineering, what the full extent of the work -- and
18 again, this is also depending upon the alternative that
19 is selected. We don't know whether we will have enough
20 money or not, or if there will be any money left over at
21 this point in time.

22 If there is, then we would do other of the
23 improvements that have been identified in the
24 alternatives to the extent that we have funds to, in
25 fact, carry that out. That's what we would do.

1 But we cannot say that we can construct
2 something if we do not have the funds to, in fact,
3 construct it. And that was the response to that
4 question that I gave.

5 MR. MILLAR: Rusty Millar with the civil engineer
6 council. Regardless of what plan is determined to be,
7 not just A, C or D, for example, with the new traffic
8 light coming in to control the traffic on the southbound
9 direction, are you going to get rid of the flyaway,
10 whether it stays in there, how is the traffic that goes
11 through there now during the construction process going
12 to be handled as it's coming down if you're going to be,
13 you know, doing a lot of -- taking that north side of
14 the wall out? How do you deal with all the traffic
15 while the construction is going on for two years?

16 MR. LISIEKI: We don't have those details as yet.
17 One of the Caltrans requirements is to develop a traffic
18 management plan for construction traffic impacts. And
19 that will identify specific things as potential detours,
20 lane closures, construction signage to warn the
21 motorists of the construction limits and activities. It
22 will require coordination with the emergency service
23 providers such as police and fire departments. So
24 that's something that will be developed as part of the
25 next phase of the project. But it is something that

1 will definitely be done. And we'll have more details as
2 we proceed into the final design.

3 MS. EDWARDSON: Diane Edwardson, and I live at the
4 furthest point north of Silver Lake at the 2 and the 5,
5 and it has to do with a construction question. Will
6 there be a separate public process for that because this
7 is a hillside neighborhood you're going through, and
8 there's a lot of cut through traffic in various places
9 and even within the neighborhood, neighbors, people in
10 my part of the neighborhood, don't have the same problem
11 that people on Wayne/Waterloo area have. But it is very
12 important to us. Will there be a separate public
13 process when you're developing construction mitigation
14 plans?

15 MR. TAYLOR: The short answer would be yes. We
16 we've begun to talk about what the best way to do that
17 or form for that. And I think that's something that we
18 probably will take up with Councilmember Garcetti's
19 office to get their guidance as to what they think will
20 be the best way, whether it be a steering committee made
21 up of stakeholders from the community or whatever that
22 might turn out to be, so that through that kind of a
23 mechanism, the community can be informed as well as
24 whatever concerns, at least we can address those to some
25 extent or other. But that would be something that we,

1 again, still have to work out. And again, as we go
2 through the process of selecting the alternative, some
3 of these questions are going to be more specific to one
4 or other of the alternatives than it may be to another.

5 So as we work through these details, we will
6 have some mechanism to keep the community informed, as
7 well as to gain whatever input that we need so that
8 we're not going too far askew with things.

9 I think somebody raised the question at the
10 previous meeting in terms of what time of day the
11 construction might occur. I can't answer that
12 definitively at this point in time, but we certainly
13 would take into account and be mindful that folks live
14 adjacent to the terminus and trucks and so forth are
15 going to create noise. So we're going to have to make
16 sure that we minimize the construction impacts in terms
17 of how they affect people in their day-to-day lives as
18 this thing is being built.

19 Once we know what our preferred mechanism is,
20 I guess, then we would, in fact, get with various
21 stakeholders and begin the process of informing people
22 this is what's happening. Here's the time frame, and
23 whatever else would be involved with that. But we have
24 to define exactly what that's going to be.

25 MS. BECK: My name is Wanda Beck, and I live about

1 a mile beyond this. And already we have a negative
2 impact from this freeway. So anything you do in
3 so-called terminus area is going to negatively impact
4 us. How so? I can't sleep from 4:00 o'clock in the
5 morning until 11:00 o'clock at night because of the
6 traffic that goes right under my house because I live
7 just above the 2 freeway.

8 When she talks about traffic and how it's
9 going impact coming through, we have had such trouble.
10 We even had the neighborhood go together and do a
11 one-way street on a street called Rodrick on one portion
12 of that that was so narrow that we started having
13 head-on collisions up there.

14 So again, I'm interested in what's going on
15 because anything that you do down there is going to
16 negatively impact us. The noise level is already so
17 great that we cannot even use -- I can't use my back
18 yard. And when you start talking about extra money,
19 most of the houses built through this area were built
20 from the 1940s, '50s, and '60s. They do not have the
21 insulation for noise abatement. They do not have
22 double-paned windows. Why? Because I'm struggling now
23 to put them in my house.

24 And the additional traffic on the hillside
25 just simply shakes the hill more, and you get continuous

1 cracks, which you're forever patching in order to make
2 your house look nice.

3 So when you said that you're doing your
4 studies, I'm trying to find out, we already have a noise
5 problem. You're saying about cutting down foliage and
6 stuff. Foliage is what helps abate the noise and the
7 dirt.

8 So I guess I'm saying, all this sounds great,
9 but when it really comes down to the rubber meeting the
10 road, as they say, there are a lot of difficulties that
11 don't seem to fall anywhere in your plan.

12 MR. TAYLOR: I understand exactly what you're
13 saying. And I can empathize with you. At this point
14 all I can say is that we will have noise and dirt, dust,
15 those kinds of invasive things that happen as a result
16 of construction. Those will all be controlled as much
17 as is humanly possible. If we have to go an extra mile,
18 I guess we'll go an extra mile with that.

19 The project does include soundwalls and part
20 of the evaluation will be to, in fact, do precise noise
21 evaluations to determine as best, again, as we can where
22 the sources of noise are, and what those levels are and
23 what the appropriate treatment will be.

24 In terms of your statement about taking out
25 foliage, what we intend to do -- and again, as part of

1 the construction, because the landscape is going to be
2 resculpted, yes, some of what's there is going to wind
3 up gone. That's an absolute certainty. We are not --
4 and I used the phrase the other day -- not intending to
5 leave a rock garden. And Lee and Chester alluded to
6 earlier that we do not intend to -- even though I gave
7 you a time frame, that time frame is based on that we
8 have an agreement with the City's Recreation and Parks
9 Department in place to, in fact, construct a park.
10 We're working with them and Caltrans at this moment to,
11 in fact, develop an agreement. And the frame work for
12 how that will, in fact, happen.

13 Once the open space plan is developed, part of
14 what Metro can do through whichever alternative is
15 selected, is because we will be doing the detailed
16 engineering for this entire piece of ground, what we can
17 do is engineer whatever the landscape plan is going to
18 be, we can just engineer the site so that that's there.
19 All Parks and Rec -- or Recreation and Parks will have
20 to do is basically come in and plant some trees and
21 grass and so forth and so on. In other words, they will
22 replace and probably enhance, extend the amount of
23 foliage that will be in that area once we are done with
24 the work.

25 That in itself will have, and should have,

1 some effect -- I don't know how much at this point --
2 but should have some effect on the noise and the way
3 that the noise flows through the corridor.

4 Some of that can be determined by the kind of
5 noise studies that are possible to be done, and the
6 kinds of equipment that can be set to measure noise and
7 give us the best approximation of the kinds of
8 techniques that can minimize it to the extent that we
9 can.

10 MS. STOCKWELL: My name is Anne Stockwell. I had
11 two questions. One, Alternative D, since it doesn't
12 meet the California State requirements for the width,
13 how come it's on the table? I mean, don't you just have
14 to go to Alternative B? No, you can have it less than
15 standard and that will stand?

16 MR. LISIEKI: I may ask the project engineers who
17 are more familiar with Caltrans standards than I am.
18 But you have to identify -- and this is one of the
19 purposes of the project report, is to identify whether
20 there are any non-standard features. Now, just because
21 you have non-standard features does not mean your
22 project is not going to be approved by Caltrans, but it
23 has to go through an additional review process at
24 Caltrans. So you have to apply to Caltrans for
25 exceptions, they're called exceptions, to the

1 non-standard features.

2 So the more non-standard features you have,
3 maybe the less likely that that alternative would be
4 improved. But there may be some flexibility in terms of
5 perhaps widening the shoulder and maybe doing something
6 else that would be more acceptable to Caltrans in terms
7 of meeting their standards.

8 So it doesn't definitely mean it's off the
9 table. But it does raise some concerns and issues that
10 will need to be considered by Caltrans.

11 MS. GWYNNE: My name is Gloria Gwynne. I'm a
12 resident of Silver Lake. I was wondering, given that
13 all of the alternatives move the freeway, the noise and
14 the traffic to the east, towards Echo Park, Elysian, and
15 provide a park with increased foliage to the west or to
16 Silver Lake, how are the two groups lumped together in
17 the analysis of providing the suggestions because those
18 two groups are not similar. And what you're doing is
19 providing noise, pollution and dirt to the less -- less
20 affluent side while you're providing a lovely park with
21 no parking for the riffraffs to have access to it on the
22 affluent side.

23 Along with that, I don't see any of the
24 alternatives that's improving the safety issues that
25 were identified for pedestrians and bicycles on the east

1 side. Again, that's where you're going to use your
2 bicycle to commute, and you need to go both directions.
3 And if you live on the east, you need to be able to walk
4 down to the mall where the Ralphs is or to the park and
5 the library. That's only for the people who live on the
6 other side. Of course, I can cross over, but that's an
7 extra excursion.

8 And that single paragraph about the
9 pedestrian, bike safety, I do not think was adequate.

10 MR. LISIEKI: In terms of environmental justice
11 with regards to the noise impacts, again, we're going to
12 be building the soundwalls on both sides of the freeway.

13 MS. GWYNNE: That would just make it worse. I live
14 near the 101 freeway. I live in south Silver Lake, and
15 I live above the freeway and the soundwall, when they
16 built the soundwall on the other side of the freeway, it
17 made the noise go up.

18 MR. LISIEKI: It depends on the geometry and
19 whether you're getting reflections. We did the analysis
20 and it showed that the soundwalls would be effective in
21 reducing the noise levels. And the other thing, as I
22 pointed out earlier, actually the noise level increases,
23 they're actually going to be very minor, 2 decibels.
24 The lowest increase you can hear is around 2 to 3
25 decibels. So it should be actually better than it is

1 now once those soundwalls are constructed.

2 MS. GWYNNE: The soundwalls do not -- they make it
3 worse because of the reflections. It's like a stadium,
4 a canyon. When you take a polarizer, put in a
5 soundwall, your sound is going to be a lot worse.

6 MS. BECK: Actually, what it does, if you start a
7 mile up, starting at where the 134 crosses the 2, you
8 come down there and you hit the top of the hill, you go
9 down the boulevard, and the noise starts bouncing all
10 the way down. And that little tunnel through there, it
11 doesn't stay down. It comes up. That's why my question
12 was about what are you doing about people like myself
13 who have houses built in this area. That it's going to
14 cost us a fortune to soundproof using the double-pane
15 windows and whatever other soundproofing.

16 Anything you do, if you're going to increase
17 flow of traffic through there, you're just going to be
18 bringing more cars through.

19 MR. TAYLOR: Well, I think fortunately we're not
20 increasing the flow of traffic or the amount of traffic
21 through the terminus.

22 MS. GWYNNE: Then how do you advertise it as a
23 traffic improvement?

24 MR. TAYLOR: It's a traffic management flow
25 improvement. I realize that probably sounds esoteric or

1 something, but the idea is to better manage how traffic
2 comes through, and that's why these various improvements
3 that you see, crosswalks, new or extra signals and so
4 forth, will -- actually, what that, in fact, will do is
5 will have the effect of slowing traffic down, queuing it
6 up and then releasing it. And that management of that
7 flow hopefully will help, in addition to the physical
8 improvements in the street, will help to make the
9 experience for pedestrians and bicyclists a better,
10 safer experience than it currently is today. And we
11 think that that in it's own is a benefit.

12 And again, we have these laptops that show the
13 various traffic effects of the various alternatives.
14 None of these improvements actually will lead to a
15 dramatic change. I mean, that's part of the conclusion
16 from the traffic analysis is that it will not lead to a
17 dramatic change in the level of traffic in the area.
18 These improvements will lead to a better management of
19 that traffic in this area. And I don't know what else
20 to say after that on that particular point.

21 MS. GWYNNE: But if management is moving the
22 traffic from that part of this corridor that is the
23 bottleneck, the release of the bottleneck between the
24 San Gabriel Valley into the basin, to do the traffic
25 analysis, you would have to look at Los Feliz and

1 Riverside, Los Feliz and Griffith Park, and all the
2 streets over there and see where those cars that are
3 managing not to come this way, where they're going to
4 go. They're all over the surface and back already.

5 Your traffic analysis is wholly inadequate
6 going over to Los Feliz side. All you do is go down
7 Glendale to Beverly, but you're not looking at the
8 corridor. Whatever traffic leaves here has to go
9 somewhere else. And I'm sure maybe it will try to go
10 way over here to Silver Lake, but it has to go somewhere
11 else and all of them are LOS. There's nowhere to send
12 them. You can't just say, oh, we have to cut down the
13 traffic here.

14 MR. TAYLOR: Again, when we dissolve from this to
15 take a closer look, our traffic engineer is here and he
16 can respond to your specific questions in terms of what
17 the analysis covers and what it doesn't cover.

18 Again, look, I understand a lot of things that
19 we say may be satisfactory and some things that we say,
20 you know, still the question is there. And I think we
21 understand that there's still going to be some
22 questions. One of the values of having this public
23 process is that we can gather input to consider things
24 that we have not considered, take into account some
25 things that maybe we have not taken into account. And

1 as we go through the detailed engineering, a lot of
2 these things we will, in fact, take into account as to
3 how the final configuration design is actually going
4 work and look, to the extent that we can solve or
5 minimize the effect of things that are still adverse, we
6 will, in fact, try to do that. I can't guarantee that
7 we're going to solve the fullest extent of everything.
8 The whole program is intended to solve a part of what we
9 know is a larger kind of a situation and set of issues.

10 MR. CARDOSO: Diego Cardoso, executive officer of
11 Metro. And I have seen the way these projects started
12 and I will be involved. Many people early on, when we
13 were in the early studies, the issue was how do you deal
14 with a freeway that never completed? Remember, this
15 thing was supposed to go from here on to the 101. And
16 then continue into the Beverly Hills project. That
17 didn't happen. So the challenge to us was how do we
18 best integrate this freeway that's supposed to work like
19 a freeway, with the street. And the streets don't
20 necessarily work like freeways. And shouldn't work like
21 freeways.

22 We had a lot of issues with community that
23 they saw that Glendale Boulevard at times is very
24 congested, one problem. And at times the traffic is
25 extremely fast. And it's very difficult if you're a

1 pedestrian, on a bike, senior, children, to be able to
2 use that. So how do you integrate this very dislocated
3 situation of a freeway that was not completed and a
4 street. And by the way, the community was changing all
5 the time.

6 You will never be able to resolve the issue of
7 traffic. If you keep widening streets, if you keep
8 speeding the traffic, it will get faster and faster
9 until it gets stuck somewhere. So you have to -- so the
10 issue here is to think about the future.

11 We are also involved and Metro is involved
12 with many other projects, transit, ways so that we don't
13 only rely on the automobile. Right now what we are
14 trying to do here with a lot of the input from the
15 community is to try to deal with that challenge, the
16 integration of Glendale Boulevard, make it a little more
17 livable. Make it a little less acting like a freeway,
18 with a freeway that doesn't need to necessarily act like
19 a freeway. And that's the challenge. And that's
20 something that we have two or three cases like that in
21 L.A. County, where we are now in the 21st century and
22 the city is changing. And hopefully one day our
23 children will be able to have a better environment there
24 as far as how we integrate that.

25 Hopefully, one day there will be some transit

1 provided along Glendale Boulevard. At one time there
2 used to be a trolley there. So it's important that we
3 cannot resolve all the problems all the time, but out of
4 this experience perhaps we can say, yeah, we might be
5 able to improve a little bit the traffic management, but
6 we still need an alternative way of transporting people
7 so that street is not used as a freeway and so that we
8 don't -- we will not be able to resolve the problems
9 with the noise of the cars on the street. We might be
10 able to improve a little bit. But until we come up with
11 alternatives for transportation, our city will always
12 lag behind the automobile and what and the legacy of
13 what the automobile has done to our city.

14 So your input is very, very well received, but
15 please understand the specific task here is to best
16 integrate the boulevard with the freeway that was
17 supposed to go somewhere. And there won't be a magic
18 solution to do that. We will improve, and hopefully our
19 children of people that now live in that community will
20 say it's working a little better.

21 Maybe we should think about asking our elected
22 officials we need transit here as well because that will
23 give you another option down the road. And that's the
24 city. I'm sorry if I cannot get you a better answer
25 than that.

1 MR. TAYLOR: Thank you, Diego.

2 MS. BARBE: Lynn Barbe. One of the big traffic
3 problems we have is people use Glendale corridor to get
4 downtown. And if that could be stopped, they have other
5 ways of getting downtown, they don't have to go through
6 our neighborhood. Why couldn't we just make what we now
7 have an exit ramp off of the 5 Freeway. There was
8 another plan a number of years ago that had the 2 going
9 into the 5 going to downtown. So why do we have to
10 create this freeway exit here? Why can't it just be an
11 offramp?

12 MR. TAYLOR: I think that's a good question. I
13 think some of the alternatives in terms of looking at,
14 as was said earlier, to make it a more boulevard feel or
15 sense, at the tail end of the freeway has your
16 sentiments in mind, to slow that traffic down and maybe
17 at some point that will act as an inducement to -- not
18 an inducement but a disincentive for folks to come that
19 way, instead they'll continue on down the 5 to the 110
20 into downtown.

21 But again, as Diego alluded himself here,
22 we're not going to solve the entire universe of issues
23 that exists with this freeway into a functioning
24 community. It's a situation that is in need of a lot
25 more money than we have available and that we've asked

1 for, and other types of improvements. But we've tried
2 to address a lot of those issues.

3 And again, this process goes back a lot of
4 years. And there's been a lot of community input. I
5 wasn't part of the project team in those years, but I've
6 been told and heard and seen some of the record, a lot
7 of these points have been raised. And to the extent
8 that this small, tiny project can address something
9 larger than itself, I think we have succeeded in trying
10 to do that at least, if not actually so.

11 So again, we understand the condition, the
12 situation, and we understand how you feel. I mean, it's
13 not a pleasant situation to have a freeway just sort of
14 stub off and just run right into your community to make
15 half of it unusable or dislocated from itself. And to
16 the extent that we can try to solve at least a little
17 bit of that with this project, that's what we are aiming
18 to do. And that's why we had the project goal, to
19 improve the environment. That's why -- that's the
20 Number 1 goal, is to improve the environment as well as
21 the goal to increase the amount of usable open space in
22 the community. And those things are generally not
23 compatible with a freeway exit.

24 MR. CARR: Hi. Name is Jeff Carr, and I live in
25 the area slightly south. Anyway, I did want to say that

1 it struck me, when I have gone to these meetings in the
2 past, that to say that we'll be able to do it all is, of
3 course, unrealistic. On the one hand, we want it to
4 flow. But gosh, when there are a lot of people trying
5 to drive on it, it doesn't flow that well. So we've
6 already got an automatic built-in, "Oh, 2 is not such a
7 great way to go because it's very slow in rush hour
8 settings."

9 I frequently very much like to use the 2 to
10 head north, head south, to have it be a smooth,
11 well-used way to go. I'm not going a hundred miles an
12 hour. It's just it's not that bad designed, frankly, to
13 my way of thinking.

14 For one thing, too, any society that's trying
15 to disrupt another place, they take out the bridges.
16 It's one of the first things they do. And so at first
17 when I was looking over these, again, where it says
18 "retain flyaway," but it doesn't look like you're
19 actually driving on the bridge. The bridge has been
20 taken out of commission, if I'm not mistaken, except for
21 the only reasonable alternative, which is to me this
22 Plan A.

23 Again, Israel, when they were trying to
24 disrupt -- the first thing they did, boom, take out the
25 bridges. And the idea we would be spending taxpayer

1 money to take out a bridge in a very crowded urban area
2 where the bridge is very much needed, strikes me as
3 ridiculous and a huge waste of money.

4 But I respect you all as professionals and
5 trying to do the right thing. But I just, you know, the
6 idea of taking out a perfectly functioning bridge that
7 gets a lot of use saying, "Well, if we make the traffic
8 very, very slow and unpleasant, then fewer people will
9 use it," doesn't float my boat. It really doesn't.

10 MS. YANEZ: Hi. Alana Yanez with Assembly Member
11 Kevin DeLeon's office. Can you tell me for each of
12 these alternatives, is there a different time like do
13 they each improve traffic flow by like one minute?
14 Three minutes? Four minutes? Are they all different or
15 are they all about the same? And do you have those time
16 estimates?

17 MR. TAYLOR: Steve is going to respond to that
18 directly. He's a traffic engineer.

19 MR. CROSLY: And I hope everybody will come and
20 take a look at these screens.

21 MS. YANEZ: And is it in the CD, that's the other
22 part -- is it in the CD, the times for each alternative?

23 MR. LISIEKI: The traffic analysis is in the CD.
24 These visual simulations are not in the CDs.

25 MR. CROSLY: The main conclusion of the traffic

1 study are here on this board, and I have a copy of our
2 full traffic study here for your review. Essentially
3 Alternatives B, C, D and E are the same from a lane
4 configuration, and so kind of a traffic analysis
5 standpoint.

6 And there's about a two-minute additional
7 delay that we project in 2033 compared to what you'd see
8 under the no-build or the Alternative A, because what
9 you're doing is actually reducing southbound capacity by
10 25 percent from four lanes to three lanes. So you're
11 actually reducing the capacity. So it's better managing
12 the flow. It's obviously --

13 MS. GWYNNE: It's just sending it away. They still
14 have to get from the valley to the west side.

15 MR. CROSLY: But it's at the terminus you're
16 reducing the number of lanes.

17 MS. GWYNNE: Going to Silver Lake, there's nowhere
18 else for them to go.

19 MR. BRITT: So let's just be really clear, okay,
20 about the alternatives. We have a single alternative,
21 Alternative A, which keeps the flyover ramp and keeps
22 the bridge. That alternative in the previous phase was
23 very unpopular. Because the community told us at that
24 time that they did not want to widen capacity or improve
25 the flow of traffic through their community. Their

1 concern was the flow of traffic through their community
2 was way too high, way too fast, way too dangerous --

3 MS. GWYNNE: But it's too high in every community.

4 MR. BRITT: I understand that. That's why we
5 kept -- it's still on the table. Alternative A could be
6 selected out of this process. So our alternatives cover
7 a wide range from keeping the flyover ramp and the
8 bridge to taking the bridge and the flyover ramp
9 completely out, to reusing the flyover ramp and bridge
10 as a community plaza. So we have an alternative that
11 fits pretty much every situation or every scenario.

12 And we're not advocating one over the other.
13 We're here to listen to the community's wishes and wills
14 and input. And if the community after all these 15
15 years decides that at the end of the day, "You guys did
16 a great job of trying really hard to address the
17 management of traffic flow, but ultimately we think
18 Alternative A is the best situation for us," then I
19 would probably suggest that Metro and Caltrans would
20 listen to the community's wishes.

21 But again, let's be very clear. This has been
22 a 15-year process. We had a set of alternatives before
23 this phase that was all about increasing capacity and
24 widening and all of those other things that typically go
25 into improvement projects when you come to road and

1 freeways, but the community really fought against those
2 alternatives.

3 MS. GWYNNE: I didn't know about them then.

4 MR. BRITT: And again, I'm not advocating one over
5 the other. I'm just making a point of let's remember
6 where we came from and where we are now. We still have
7 an alternative that's available if the community wants
8 it that would not do what that gentleman in the back was
9 talking about. But that's not up to me. It's up to the
10 decision-makers and the community.

11 MR. ARLINGTON: Good evening. My name is Steven
12 Arlington. I'm just wondering why the no-build option
13 isn't being talked about with a signal at the end of a
14 flyover, which is, to my way of thinking, a freeway
15 off-ramp. Which every place I've ever gone, the freeway
16 off-ramp has a stop sign or a signal to manage the flow.
17 You could manage the whole area from the 5 to the
18 off-ramp terminus and get all of this for a million
19 bucks. That's my comment.

20 MR. BRITT: It's being recorded so we have it. Did
21 you state your name just for the record?

22 MR. ARLINGTON: I sure did.

23 MR. BRITT: Okay, good. Then we'll have that on
24 the record.

25 MR. KWIEJ: I'm Jin Kwiej. I live in Echo Park.

1 All I see is basically it's going to decrease the flow,
2 control the flow, slow the flow, and cause more
3 congestion. And the traffic now basically controls
4 itself by simply can't move at most times of the day. I
5 pass that area daily. And I know what days and times to
6 stay away and take alternates that go through other
7 people's neighborhood, of course.

8 But it seems like there's going to be two
9 years of mess. All it's going to do is slow something,
10 not increase the flow, but control the flow. As this
11 gentleman said, traffic signals at the end of any
12 freeway are usually the place, even from the -- I think
13 it's the 105 to the 110, even coming off four or five
14 lanes there's a four or five lane traffic signal to slow
15 and control traffic. Without hardly any cost in
16 comparison to the 20 to 24 million, depending on
17 what's -- and keeping the flyaway and not disrupting the
18 neighborhood with all of the two-year -- who knows
19 what's going to happen at the end. And in the end,
20 basically, no one's quite sure. There's studies, of
21 course, but they're not really showing anything other
22 than slowing the off-ramp.

23 MR. BRITT: Right. Again, we're managing the
24 traffic means that it's going to behave differently in
25 the community. So I mean, again, Diego mentioned we

1 empathize with you guys. We've looked at this from a
2 million different angles. We've been coming up to the
3 community. I started working on this project in 1992.
4 So I met Peter Lassen and Judy 15 years ago, and I drove
5 on the 2 a million times. I understand. I completely
6 empathize. But there is no magic bullet to solve this
7 problem.

8 Some of the smartest people have looked at
9 this and it is a very complicated, very hard situation.
10 You have two different communities, Silver Lake and Echo
11 Park. You have a freeway that was supposed to go
12 through that got chopped off and stopped. The community
13 is built up around that, and it's a very hard, harsh
14 environment out there right now.

15 And so there are contingents of people that
16 would like to see some of these improvements done
17 because aesthetically it would make the community feel a
18 lot different. It would look a lot different. It would
19 manage the traffic in a way that doesn't manage now, but
20 that's not for us to decide. It's for the community to
21 decide. And the decision-makers to decide.

22 Again, we've try to provide a well-rounded
23 range of alternatives that would kind of give you very
24 different options to consider.

25 MR. KWIEJ: Like the 710, we could build a tunnel.

1 MR. BRITT: That would be a different setting.

2 MS. WATERMAN: Hi. My name is Gabriella Waterman.

3 I have two very different questions. Listening to what
4 you guys were talking about, and he mentioned 710. If I
5 recall correctly, there's like when you're in school you
6 have a grade. And if I recall, the 710 is like a D, and
7 all the mitigation efforts they're looking at still
8 leaves it at a D. So using that scale, what is it now
9 and what would it become when you make these changes?

10 And on -- I'm sorry, traffic guy, I forgot
11 your name.

12 MR. BRITT: Steve. Traffic guy works. He'll
13 respond to that.

14 MS. WATERMAN: You mentioned there would be a
15 25 percent change in the traffic with the --

16 MR. BRITT: 25 percent reduced capacity. Because
17 we're going from four lanes to three lanes.

18 MS. WATERMAN: Right. So does that mean in your
19 environmental impact studies and such that that would --
20 and your community impact studies that it would increase
21 the overall traffic or it would decrease the overall
22 traffic in your traffic management?

23 And I have another question after that, a
24 totally different question.

25 MR. CROSLY: For our traffic study we assume that

1 the project itself would not change the amount of
2 vehicular trips because it's basically just
3 reconfiguring the terminus. So we are now strictly
4 based upon assuming that the amount of traffic we
5 project in the future would be the same across all
6 alternatives and how that affects what we call the level
7 of service through the intersections. And basically
8 since we're not changing the amount of traffic, it's
9 only for the intersections that are being affected right
10 around the terminus that there's a change.

11 So conceivably, because you're actually
12 reducing passes somewhat, there potentially could be
13 slight decrease in traffic because delay is going to
14 increase slightly. However, you also notice that on
15 southbound SR-2 you already have I can't remember how
16 many lanes it fully maxes out at, but it does get
17 reduced. So your reduced capacity is only at the
18 terminus itself.

19 But essentially, we really found that this
20 would better manage the flow because you would have like
21 all trips coming off the freeway would have to stop, you
22 know, or have the light. And so you'd have a better
23 flow down Glendale Boulevard south.

24 MS. WATERMAN: And the letter rating? What is it
25 currently and will it be?

1 MR. CROSLY: I don't know on the freeway, but it
2 can range anywhere from A to LO -- there's even higher
3 ratings. It goes to LOS 7, I think. I don't think
4 Caltrans is here to speak to that, but I actually don't
5 have that information because we looked specifically at
6 the intersections and not actually at the freeway. But
7 we can also find that out. And that's also on Caltrans'
8 website as well.

9 MR. BRITT: I just want to point out these three
10 computers here, again, because this is an amazing thing.
11 This is called a visa model, which is very powerful
12 analytical tool and visual tool. And it shows the way
13 that traffic would behave in 2030 with the no-build. So
14 if you don't do anything, you will see what the traffic
15 looks like. It shows Alternative A, which is the one
16 where you keep the widening of the lanes the way that
17 they are; and then the Alternatives B, C, D and E, which
18 Steve mentioned, behaved the same from a traffic
19 standpoint. It shows you how the traffic behaves so you
20 can literally stand there and watch all three of these
21 and you can see what the traffic is essentially going to
22 look like.

23 I mean, it's unbelievable. So you really all
24 should take a look at this after the meeting and get a
25 feel for how the traffic behaves under each of the

1 alternatives.

2 MR. TAYLOR: Why don't we take your second question
3 and then we can take a break so that folks can take a
4 look at this, and if there's still questions after that,
5 then we will reassemble and answer such questions as we
6 can.

7 MS. WATERMAN: My second question is probably for
8 the Caltrans person in the room, whoever you are.

9 MR. TAYLOR: We don't have a Caltrans person in the
10 room. Do we?

11 MR. LISIEKI: We have someone from the
12 Environmental Section.

13 MS. WATERMAN: I live in Silver Lake, and I'm
14 actually an SB86 housing residence. I'm not one of the
15 co-ops, but I have a home that's SB86. And I know that
16 up on Allesandro and up there there's a number of homes
17 that are part of SB86 program. And I'm wondering if any
18 of the -- if this is the original RAF 2 from 1970 or
19 whatever when it didn't actually go through, that Diego
20 was talking about. I'm wondering how this is going to
21 impact the SB86 homes if any homeowners are going to
22 wind up being permanently displaced, the right-of-way,
23 how that's going to work?

24 MR. TAYLOR: There's no property acquisition or
25 relocation that will happen as a result of this project.

1 None. Absolutely none. There's no right-of-way that's
2 needed. Enough right-of-way exist to makes any of these
3 changes so that no additional right-of-way is needed.

4 No property acquisition. So nobody will be physically
5 displaced as a result of the project. Nobody is going
6 to be too upset by whatever happens to have to move.

7 But we're not going to actually cause anybody to have to
8 leave the community.

9 Let's take a little break and folks can
10 stretch their legs and come over and we'll do this for
11 about maybe five or ten minutes and then we can come
12 back with some questions.

13 (Recess.)

14 MR. TAYLOR: We're going to reconvene. So if
15 everybody could take a seat. I have at least one
16 question to field, and then we'll see where we go from
17 there.

18 MR. MILLAR: My question, Irv or Steve, I don't
19 know who is the best --

20 MR. TAYLOR: Before you go on, could you restate
21 your name.

22 MR. MILLAR: Yes. Rusty Millar.

23 MR. TAYLOR: Thank you.

24 MR. MILLAR: What are your traffic projections for
25 going through the intersection, or do you know what the

1 traffic count is now and what are the projections in
2 2030, which is the number you tossed out earlier?
3 Because, you know, we're not widening Glendale or
4 Alvarado. So whatever happens at this intersection at
5 the terminus probably doesn't make a whole lot of
6 difference in the larger picture. You're still going to
7 have a zillion cars going in in the morning and a
8 zillion cars going out at night.

9 And I'm just wondering if one of these
10 particular schemes comes into play, is it really going
11 to make a lot of difference as far as the movement of
12 the traffic is concerned given the fact that the roads
13 are over capacity as it stands? Do you have those
14 numbers?

15 MR. CROSLY: Actually, I do have the numbers right
16 here. And if you can come speak to me afterwards, I can
17 get you the exact numbers. We based the study on counts
18 we took about two years ago when we first were working
19 on this report. It's been going on for quite a while.
20 And we grew the traffic by certain percentages between
21 now and 2030 and we also did 2033 as well. But most of
22 the you know that during a.m. and p.m. peak hours,
23 you're already at capacity, so how much can you grow it?
24 So I think you've almost answered your own question.
25 There really is not that much of a difference between

1 different alternatives because your capacity constraints
2 are along Glendale Boulevard and where Glendale and
3 Alvarado meet.

4 So essentially, you're looking at a slight
5 improvement with Alt. A and worse than slightly with B,
6 C, D and E. But generally you're looking at a similar
7 scenario across all alternatives from a traffic point of
8 view.

9 MR. MILLAR: Well, what will your numbers that you
10 came up with for 2030 as far as car count or --

11 MR. TAYLOR: You mean total? Daily count?

12 MR. MILLAR: Well, I guess, yeah, because you come
13 up with -- you base your design on something. So if
14 there's 40,000 cars a day that go through this
15 particular intersection, coming off the 2, and you're
16 going to grow it over the next 20 years, then what would
17 we potentially be looking at 20 years down the road?

18 MR. CROSLY: I can get those numbers for you in
19 just one second. I just wanted to let you know that for
20 this study when you look for impacts, you look at the
21 peak hours. We're looking at the a.m. peak hour and
22 p.m. peak hour, and for this study we didn't do daily
23 traffic.

24 Obviously you're going to have the highest
25 traffic southbound in the a.m. and the highest traffic

1 northbound in the p.m. during the hours between 7:00 and
2 9:00 and probably 4:00 to 6:00. And that's what we
3 looked at. I can get those numbers for you.

4 MR. TAYLOR: If anybody else has a question in the
5 interim. We'll wait on the numbers.

6 MS. STOCKWELL: My name, again, is Anne Stockwell.
7 We were just talking about kind of Alternative A. I'm
8 sure you've done a lot of this thinking before I ever
9 moved to this neighborhood, but it does seem as though
10 it just makes kind of common sense to slow the traffic
11 down in the fly ramp that we got by means of a traffic
12 signal and try and spend whatever money there is on
13 making it look better, because I think a lot of the
14 property is just plum ugly. And it just seems like --
15 is that an alternative that you all investigated in any
16 of these many, many plans, just to kind of try --
17 because for me, I mean, it just honestly doesn't make
18 sense to diminish capacity.

19 MR. TAYLOR: I think the basic difference would be
20 these are alternatives, for lack of a more elegant way
21 of saying it, that look at different physical conditions
22 as alternatives as opposed to, I'll just use the term,
23 traffic management; which is a signal or other things
24 that we in this business call traffic calming, which
25 would be set of physical improvements that could be done

1 on any of these alternatives, in addition to the
2 physical reconfiguration or new configuration of the
3 actual roadway.

4 So that's a long way around. But I think the
5 short answer is that if the no-build or Alternative A
6 were selected, traffic calming measures as part of that
7 probably would be looked at and constructed as
8 appropriate, again, with Caltrans' approval. That would
9 be the real short answer.

10 But the alternatives that relate to physical
11 reconfigurations or configurations that are different
12 than what exist, the adding new elements to the existing
13 roadway, again, like the work to install a new
14 crosswalk, would not require this length of time
15 involved for environmental assessment. You basically
16 just go out and install a new crosswalk. Review the
17 construction documents, and boom, there it is.

18 I'm not exactly sure what process the City
19 goes through to install new traffic signals. But I know
20 we help them, assist them financially, to intersection
21 improvements all throughout the city and have for many,
22 many years.

23 MR. CROSLY: So just to give you kind of a
24 perspective as to what we looked at, for the a.m. peak
25 hours going southbound in the existing condition in

1 2006, there are about 3200 vehicles traveling southbound
2 on Glendale Boulevard, which includes at Aaron Street.
3 So I'm including all the vehicles getting off the
4 flyover, all the vehicles getting off at the off-ramp
5 intersection, and all the vehicles traveling
6 southbound --

7 MR. MILLAR: Is that per hour?

8 MR. CROSLY: That's the peak hour a.m., so that's
9 the highest hour you would see. So the peak number of
10 vehicles traveling southbound, about 3200 during
11 weekday.

12 MR. MILLAR: During that first peak hour?

13 MR. CROSLY: Yes, during -- yeah, 7:30 to 8:30 or
14 7:15 to 8:15.

15 And for 2030 -- in 2033 we grew the a.m. by
16 1 percent, 1.04 percent per year and the p.m. by
17 .97 percent per year. So you're looking at roughly like
18 a 24 percent increase in traffic. So looking at numbers
19 here, we're looking at about 4,000 vehicles traveling
20 southbound in the a.m. in 2030.

21 However, we already know that it's overloaded.
22 We already know the level of congestion. So how can you
23 just keep putting traffic through. That's one of the
24 methodologies that we're required to use when we project
25 future traffic. But we also looked at what the existing

1 plus project traffic conditions would be as well. So
2 we're just basically looking at how the shift would
3 work.

4 So we acknowledge that there's maybe a limited
5 amount of growth that could occur. But if growth did
6 occur at a certain rate, we project about 4,000 vehicles
7 per hour traveling southbound in 2030.

8 MS. GWYNNE: Can you actually move 4,000 vehicles
9 through there in an hour?

10 MR. CROSLEY: Well, yeah, there's definitely lane
11 capacities. But if you --

12 MS. GWYNNE: Signal capacity?

13 MR. CROSLEY: You're getting pretty high up there.

14 MR. CHODASH: You can't move that much traffic in
15 one hour. You only have three or four lanes. And the
16 capacity is, what, 800 per lane. That's why traffic
17 backs up to because you can't get enough vehicles past
18 that point in one hour.

19 MS. GWYNNE: So it's 3200 in four lanes capacity,
20 is 3200, it would be the same.

21 MR. CHODASH: The flyover, when it merges with
22 Glendale Boulevard. That's where everything comes to a
23 point. So traffic is backing up from that point. Here
24 you're moving the backup further north a few hundred
25 feet. Eliminating that flyover, and that's a safety

1 issue because they come pretty fast through there during
2 off-peak hours.

3 MR. TAYLOR: I have been informed that we've run
4 out of time for this session, but we will have, again, a
5 public hearing next week at Mayberry Elementary. I
6 think at the same time. And each person who wishes to
7 speak will be allowed. We'll have to determine the
8 amount of time. Probably based on the number of people
9 that show up. Certainly you're invited to come back and
10 give any testimony or ask questions at that point in
11 time for the official record. But this record is also
12 official.

13 And with that I will thank you all for having
14 come out and asking a whole lot of really good questions
15 and giving us some additional insight into how we can
16 make this thing a better fit and work in your community.

17 With that I thank you all and have a good
18 evening.

19 (TIME NOTED: 8:40 p.m.)

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1

2 I, Ruben Garcia, CSR No. 11305, a Certified
3 Shorthand Reporter for the State of California, do
4 hereby certify:

5 That the foregoing Transcript of Proceedings
6 was taken before me on Thursday, June 11, 2009, at the
7 time and place therein set forth; and was taken down by
8 me in shorthand, and thereafter transcribed into
9 typewriting under my direction and supervision.

10 And I hereby certify that the foregoing
11 Transcript of Proceedings is a full, true and correct
12 transcript of my shorthand notes so taken.

13 I further certify that I am not a relative or
14 employee of any attorney of the parties, nor financially
15 interested in the action.

16 I declare under penalty of perjury under the
17 laws of California that the foregoing is true and
18 correct.

19 Dated this 18th day of June, 2009.

20

21

22

23

RUBEN GARCIA, CSR NO. 11305

24

25

Transcript of the Public Information Meeting on June 16, 2009

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1

2 SR-1 FREEWAY TERMINUS IMPROVEMENT PROJECT

3

4

5

6 TRANSCRIPT OF PRESENTATION AND COMMENTS

7 AT THE PUBLIC HEARING

8 HELD AT MAYBERRY ELEMENTARY SCHOOL

9 LOS ANGELES, CALIFORNIA

10 JUNE 16, 2009, 6:30 P.M. - 8:30 P.M.

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15

16 REPORTED BY:

17 TINA BLACKMORE, CSR NO. 12409

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25 Pages 1 - 45

0002

1 PANEL/PRESENTATION TEAM MEMBERS:

2 DIEGO CARDOSO

3 JINOUS SAHEH

4 CHESTER BRITT

5 IRV TAYLOR

6 LEE LISECKI

7 IRWIN CODASH

8 GAIL GREENBERG

9 JEANIE SOLIS

10 JOHN HISSERICH

11 SUZANNE MONRIQUEZ

12 ELSA ARGOMANIZ

13

14 PUBLIC COMMENTS BY:

15 MARYA ELLER

16 JONATHAN WILLIAMS
17 RUSTY MILLER
18 DIANE EDWARDSON
19 DION NEUTRA
20 SANDY KAYE
21 JOELLE DOBROW
22 TOM DAVIDSON
23 PETER LASSEN
24 ALEJANDRA MARROQUIN

25

0003

1 The following Presentation on SR-2 Freeway
2 Terminus Improvement Project and all Comments by the
3 Public were reported by California Shorthand Reporter,
4 Tina Blackmore, CSR #12409, and transcribed to the best
5 of her ability:

6

7 JUNE 16, 2009; 6:30 P.M.
8 LOS ANGELES, CALIFORNIA

9 ooOoo

10

11 MR. BRITT: I want to welcome everyone to the
12 public hearing. We are going to have an open house
13 until about 10 to 7:00. Then we will get started with
14 the presentation. So take your time, look at the
15 boards. We do have people stationed around the room to
16 answer questions. We will be having a public hearing
17 and you will need to fill out a speaker card if you do
18 want to make a public comment. So please keep that
19 mind. Those are at the front when you signed in. If
20 you have not signed in, please go ahead and do that. We
21 have the court reporter here, who will be documenting
22 all of the public comments that we get.

23 With that, again, we have cookies and water.
24 The rest rooms are back in the corner. We'll have an
25 open house for another 15 or 20 minutes, then we'll get

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1 started.

2 Thank you.

3 (A short break was taken at this time.)

4 MR. BRITT: We're going to get started now.
5 If could you would grab a seat. We'll begin our public
6 hearing in just about one minute.

7
8 PRESENTATION
9

10 MR. BRITT: All right. Good evening. Thank
11 you so much for coming out tonight. My name is Chester
12 Britt, I will be serving as the hearing officer for this
13 public hearing.

14 Tonight CalTrans and Metro are holding a
15 public hearing to present the initial study and
16 enviromental assessment of the State Route 2 Terminus
17 Project.

18 It will provide a forum for public discussion
19 of the major features, including traffic, safety,
20 esthetics, and other environmental considerations.
21 CalTrans and Metro are holding this hearing before
22 committing to any of the alternatives. And no final
23 decisions have been made until the public record has
24 been analyzed and we take the recommendations back to
25 the board, which you'll hear a little bit more about in

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1 just a second.

2 The notification for this public hearing was
3 mailed to the project data base, who was comprised of
4 neighborhood counsel who participated in previous
5 meetings, elected officials, neighborhood groups, and
6 notices were also placed in a number of newspapers,
7 including L.A. Times, L.A. Independent, Los Feliz
8 Ledger, 20 de Mayo, L.A. Weekly and the Asian Journal.

9 Before we get started and I introduce the
10 speakers, I also wanted to just introduce a number of
11 elected official representatives who are here tonight.

12 We have Gayle Greenberg. She is the
13 representative for Xavier Becerra, he is with the 31st
14 District of Congress.

15 We also have John Hisserich, he is a
16 consultant for Paul Krekorian, and he is the assistant
17 majority leader for the 43rd Distirct of the California
18 State Assembly.

19 We have Suzanne Monriquez, she is the field
20 deputy for the Office of Gloria Molina, supervisor 1st
21 District.

22 And finally we have Alejandra Marroquin, and
23 she is with Eric Garcetti's office, counsel member for

24 District 13.

25 Thank you for coming tonight. We also have

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1 our distinguished panel here. These are the
2 representatives of the various agencies. We have metro
3 here tonight, representative from CalTrans and also
4 representative for LADOT.

5 MR. GONZALES: My name is Henry Gonzales of
6 Metro. I would like to welcome all of you and thank you
7 for being here. We look forward to hearing your
8 comments and I want to remind you that the last date to
9 submit comments is July the 2nd.

10 MS. SOLIS: Good evening. I'm Jeanie Solis,
11 with the Division of Enviromental Planning, and
12 Transportation, CalTrans. And I would like to welcome
13 you to this public meeting and thank you for your
14 participation and for your constructive comments. Thank
15 you.

16 MR. CHODASH: My name is Irwin Chodash. I'm
17 with the City of Los Angeles Department of
18 Transportation. I welcome you to this meeting. And I
19 would like to hear you comments regarding the SR-2
20 Projects. It has been quite a while, our office has
21 been quite involved with the project. So thank you for
22 coming. And I hope to respond to your comments later
23 on.

24 MR. BRITT: All right. Thank you so much. I
25 should remind you just at the outset that this has been

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1 a long road. I see a lot of familiar faces. There has
2 been a lot hard work done by these three agencies in
3 this area. And tonight is a culmination of sorts for
4 all of that process and all of that hard work.

5 We had two public workshops last week on
6 Tuesday and Thursday. And one of the meetings was held
7 here and another one was held at Barlow Hospital. We
8 had people come out and the format of the meeting was
9 open-house style. And we also gave a presentation,
10 which you will see in just a second and we took
11 questions.

12 Tonight is a little different. We did have a
13 short open house to start the meeting, but the purpose
14 of the former workshops was to get you introduced to

15 what is going on and what the recommendations of the
16 findings of the study are. And tonight's meeting is a
17 public hearing. So we will do a little bit different
18 format.

19 When you came in you probably saw a yellow
20 speaker card. At the end of your presentation we are
21 going allow people to come up to the mic and make a
22 comment or statement. And at that time you will only be
23 able to do it if you filled this out. If you want to
24 fill it out while we are talking, please do so. Just
25 come up here and drop it on the corner of this table or

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1 hand it forward to someone who can do that for you. We
2 also have people walking around to pick it up for you.
3 If you need a speaker card and have not gotten one yet,
4 they can give you one now.

5 That is how we will proceed. I will call
6 three people's names. We will do it in the order that
7 we receive them. You will have about two minutes.
8 We'll give you enough time to make your statement. And
9 for the consideration of others, we ask that you be as
10 concise as possible, make your statement, then we will
11 allow people to do that. We will not be going through
12 questions and answers; however, we will have an
13 opportunity at the end here today, I'm sure we will hang
14 around a little while afterwards, if you have any
15 follow-up comments or questions that you did not get
16 answered during the open house. We can do that on the
17 side with you as well.

18 With that, we will go ahead and get started.
19 I will introduce Irv Taylor, he is the project manager
20 for Metro.

21 MR. TAYLOR: Once again, welcome. Thank you
22 all for coming out. Some of you I recognize from last
23 week and few of you from some of the meetings we had
24 about a year ago. Others, I guess this is the first
25 time that you have come to our proceedings here.

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1 I will briefly go through what our project
2 team is, a little bit of history, some other things
3 before we turn it over to Lee Lisecki, one of our
4 consultants, who will take you through the enviromental
5 process, then we will discuss briefly the project

6 alternatives, then we will wrap it up in terms of the
7 presentation before we take a break.

8 Our project team includes Metro, CalTrans and
9 the City Of Los Angeles Department of Transportation.
10 The three agencies have worked together and collaborated
11 over a lot of years to help form and shape this project.
12 The consultant team is under the direction of myself as
13 a project manager. It and includes ICF Jones and
14 Stokes, Melendras and Associates, AECOM Geotechnical
15 Consultants, Fher and Peers and Arellano and Associates.
16 Each of our team members have been responsible in
17 participating in the development of various components
18 of the project. The project includes an awful lot of
19 different technical studies that have all been condensed
20 into the initial study, environment assessment for this
21 project, as well as the related project report.

22 Going back through the history, many of you
23 have been involved in this project a whole lot longer
24 than I. I have only been here about a year and a half.
25 But the project goes back to at least 1992 in terms of
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1 the studies to look at coming up with various solutions
2 to the existing configuration of State Route 2. Metro
3 in 1992 conducted a study of the future traffic levels
4 on the boulevard as well as at the terminus. And that
5 study lead to a collaborating between Metro and LADOT to
6 look at the Glendale Boulevard Corridor preliminary
7 planning study. In 2002 Metro and CalTrans completed
8 the project study report that addressed options for the
9 reconstruction of SR-2. At that time, the report
10 indicated four alternatives. This is kind of important
11 because in the subsequent years since 2002, the range of
12 alternatives has changed to include five build options.
13 So that mostly came about as the result of participation
14 on the part of the community and the project team really
15 listening to the wishes, the hopes and the comments on
16 the part of the community and having incorporated these
17 alternatives into the project study at this point.

18 In 2006, we commenced the environmental phase
19 of the project. It's been a long and arduous process.
20 The enviromental study requires at least ten different
21 technical reports, and in some cases some projects
22 require even more than those to assess all of the

23 various aspects that might be impacted environmentally
24 by a different project.

25 In 2007 as a result of scoping and extensive

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1 community outreach, the alternatives that you see on the
2 boards in the back of the room were identified for
3 evaluation in the initial study environmental assessment.

4 At this point, we have completed that draft.

5 The actual work was completed about two months ago.

6 The review was signed off on by CalTrans about a month

7 ago or so, almost six weeks ago. Which allowed us to

8 then issue the reports for public review and is part of

9 what brings you here tonight for the public comment

10 period of the public hearing.

11 Again, the basic project goals, which actually

12 each of the build options honors to one extent or

13 another, are to improve the environmental setting or the

14 SR-2 terminus for design enhancement that is better

15 integrated with the surrounding community and create the

16 opportunity for the development of additional open space

17 in the vicinity of the SR-2 terminus.

18 The second primary goal is to better manage

19 the vehicular or automobile traffic flow at the

20 terminus.

21 The third primary objective of the project is

22 to enhance the accessibility and safety for pedestrians

23 and motorists in the vicinity of the terminus. And that

24 will include one other mode of transportation, and that

25 would be bicyclists is also a part of our key objective

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1 to improve and enhance the safety for bicyclists in this

2 area as well.

3 The study area boundaries are basically

4 between the junction of SR-2 and the I-5 to the north

5 and Glendale Boulevard to the south. That is the study

6 area that was looked at in terms of the environmental

7 impacts, the effects of the project and so forth.

8 Actually what we did was draw a big circle from the

9 center point and extend that out a mile or two miles

10 depending on how this all works, out to determine the

11 potential impact to the area. So there is a lot more

12 area included besides just the corridor.

13 The primary area of physical construction is

14 the southern terminus. That is all identified on the
15 charts and graphics in the back of the room. So that is
16 about what this is.

17 Again, the primarily construction area will be
18 to improve the relationship and the physical
19 configuration of the terminus intersection with SR-2, or
20 I should say with Glendale Boulevard.

21 Right now I turn it over to Lee Lisecki from
22 ICF Jones and Stokes.

23 MR. LISEACKI: Thank you. The slide is an
24 overview of the project and elements of approval
25 process. As we mentioned, we started back in 2006 on
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1 the current project. Over the next year and a half
2 through various extensive community processes, we
3 identified and developed the five built alternatives.
4 Now, those five built alternatives were evaluated in two
5 documents and they are companion documents. One is
6 called a project report. That is a study or document
7 that is required by CalTrans. It evaluates the basic
8 engineering issues, the feasibility of the alternatives,
9 and it identifies the project costs, addresses issues
10 such as utility relocation, runaway impacts and other
11 features or identifies whether there are any nonstandard
12 features that do not meet the CalTrans requirements.

13 That is the basic engineering documents
14 available for public review at the local libraries and
15 CalTrans and Metro's office.

16 Now, the other document mentioned is the
17 initial study, environment assessment. That evaluates
18 the environment impacts and identifies the mitigation
19 for the five build alternatives as well as the no-build
20 alternative.

21 In conjunction with preparation of the project
22 report, we also evaluated or conducted a number of
23 technical studies, which I will talk about in a minute,
24 as are mentioned in the environmental documents available
25 for public review and comment. Again, it's very
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1 important if you have comments to put them in writing
2 and submit them by July 2nd.

3 The purpose of the initial study, environmental
4 study and assessment, it's basically to -- I want to

5 remind everybody that because there is Federal funding
6 for the project, we have to comply with both State and
7 Federal Environmental Regulations -- so the State
8 document is called the initial study, the Federal
9 document is the environmental assessment. The basic
10 purpose is to explain why the project is being proposed.
11 The project objectives and purpose and need is described
12 in detail in the proposed alternatives, describes the
13 environmental setting that would be effected by those
14 alternatives and, of course, to identify what the
15 impacts of those alternatives are and ways to mitigate
16 any impacts that might be significant or potentially
17 significant.

18 As I mentioned, we prepared a number of
19 technical studies that evaluated the full range of
20 environmental impacts, everything from air quality to
21 cultural resources, historic resources, biology impacts.
22 Of course, there was a lot of emphasize and focus on
23 traffic. There was a separate traffic study prepared of
24 the project. The results of these studies are
25 summarized in the initial study, environmental

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1 assessment. These technical studies are available at
2 the local library and CalTrans and Metro offices.

3 So the project leads us to the alternatives
4 that were evaluated. Chester is going to give you an
5 overview of those alternatives.

6 MR. BRITT: Thank you.

7 So as we heard mentioned already, we have five
8 alternatives, A through E. And we also have the
9 no-build. I will briefly go through those.

10 These alternatives came through the process as
11 you heard described. We have had a number of scoping
12 meetings, we had a community open house, we had some
13 focus group meetings. And really at those meetings we
14 collected a lot of input to the community and we
15 narrowed our alternatives down to these five, which we
16 feel provide a really broad range of alternatives. That
17 is really important to consider because we wanted our
18 process to include all of the different options that you
19 might consider along the way to give the decision
20 markers and the community a good broad brush stroke of
21 all of the different options that might be considered.

22 So I will go through each of these
23 alternatives one at a time and just explain them.
24 So the no-build is self-explanatory. It is
25 exactly what you are used to seeing out there right now.

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1 We typically always include a no-build when you do an
2 environmental document as kind of a baseline if you do
3 not do anything, and you compare that to the different
4 range of alternatives and how do they compare.

5 So the no-build is what you see out there
6 right now. It includes two lanes coming off southbound
7 SR-2 here. You have the two flyover lanes, which are
8 going over the flyover ramp. You have crosswalk and
9 sidewalk on the east side of Glendale between Alessandro
10 and the northbound on-ramp in this area. And then you
11 have two lanes on SR-2 northbound on-ramp, which go on
12 to the SR-2 going northbound.

13 Alternative A is very similar in configuration
14 to the no-build. You still maintain the bridge. You
15 have the flyover ramp in place. What you are doing on
16 this alternative is you are actually adding a lane on
17 the southbound off-ramp here. So you are going from two
18 to three lanes. The overpass and the two-lane flyover
19 will remain. And the crosswalk and sidewalk on the east
20 side of Glendale and Alessandro northbound onramp will
21 be eliminated. This area here, that would be
22 eliminated.

23 Some of the issues and strengths with
24 Alternative A: No additional open space or pedestrian
25 accessibility improvements because you are not moving

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1 these lanes further east, you do not gain any open-space
2 area in this vicinity, which you notice in some of the
3 other alternatives.

4 In addition to that, safety hazards due to the
5 flyover traffic merging with southbound Glendale would
6 remain. One of the reasons why we are doing this
7 project is we have heard numerous complaints about the
8 speed of traffic and unsafe conditions of people in
9 nonpeak hours flying off the flyover ramp at high rates
10 of speed onto Glendale Boulevard. With this
11 configuration, that would not change. That would still
12 be in place.

13 Alternative B takes the southbound off-ramp
14 lanes right here and moves them further east and
15 combines them with the lanes that exist there now. What
16 that results in is you go from four to three lanes,
17 including a nonexclusive right-turn lane. So before you
18 have two lanes off here, two lanes coming off the
19 flyover ramp, now you have three lanes coming off. One
20 of those lanes is a nonexclusive right, meaning you can
21 turn right, but it is not an exclusive right. So there
22 would be cars mixed in that lane which would have the
23 option of going straight or turning right.

24 So essentially you are going from four to
25 three lanes coming off the freeway. You have two lanes

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1 on SR-2 northbound onramp maintained. You have a new
2 traffic signal at the Glendale, SR-2 intersection, which
3 is this yellow dot here. Because you are taking the
4 fly-over ramp out, what happens now with this
5 alternative is you would need to stop if you were going
6 northbound on Glendale Boulevard, wait for the green
7 signal phase to turn red so the cars coming off the
8 offramp stop here. Then you would have a green signal,
9 which would allow people to go northbound on Glendale
10 Boulevard.

11 So that new traffic stop on Glendale Boulevard
12 would be brand new with this alternative. You also have
13 paving at Duane and Waterloo. Essentially seen in these
14 alternatives is this grammatic diagram showing or
15 illustrating some stamped pavement or tiled concrete work
16 at these intersections to give them definition. They
17 would be clearly defined and marked.

18 Then also a portion of the overpass is
19 retained in this alternative. The bridge essentially
20 would be cut in half and retrofitted to be stable,
21 obviously and to be reused as an overpass connecting
22 these two sides. And then with moving the lanes over,
23 you gain this open space here, and then you would have a
24 bridge connecting those two sides.

25 Some of the improvements which are contingent

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1 on additional funding, we show for illustrative purposes
2 how this open space could be reused as a park in this
3 case. But that open space, apart from permits and the

4 A.D.A. accessible pedestrian ramp in place of the
5 fly-over are not funded as part of the overall physical
6 improvements. You will hear Irv talk about some
7 additional funding that is being looked at for doing
8 these types of improvements. But this will need to be
9 further designed. This is just again, for illustrative
10 purposes. And the funding will need to be identified
11 for those permits as part of this project.

12 Some of the other issues and constraints in
13 addition to the traffic delay due to the new signal, and
14 then non-standard median width at the SR-2 terminus,
15 again, have you have the signal here. If you are
16 northbound on Glendale Boulevard, you will have to stop
17 on Glendale and there will be cars waiting to go
18 northbound. And similarly, when this is red for
19 southbound traffic, these cars will be cued on SR-2
20 waiting to get off the freeway.

21 Alternative C again moves the ramps over to
22 the east. And in this alternative, the entire bridge
23 and entire fly-over ramp has a little additional
24 right-of-way space. So what that does is allows us to
25 put in some landscaping in the median along SR-2, and
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1 also along Glendale Boulevard. The idea here is that
2 you want to give people visual cues they are not in a
3 freeway anymore that they are entering into a community.
4 By landscaping the median along SR-2, you give them
5 those visual cues. And along Glendale Boulevard,
6 visually that will make this a lot different. Also by
7 changing the nature of this area we take off the bridge
8 and the fly-over ramp. Right now there is a lot of
9 ground that is elevated to get over the street here and
10 coming back down the grade in this area. So this whole
11 area would be regraded to match the existing terrain
12 better. You see for illustrative purposes a lot of
13 green. But you still in this alternative, similar to B,
14 you would still have four to three lanes, still have a
15 nonexclusive right-turn lane here, then you would still
16 have the two northbound turn lines on Glendale Boulevard
17 going on the freeway, and then the crosswalk
18 improvements, which we already talked about and then
19 creating an opportunity for new open space.

20 Again, contingent on funding would the parks

21 and open space. And some of the issues and constraints
22 would be the additional traffic delay due to signals, as
23 in Alternative B, and then less open space than
24 Alternative B, D and E, due to the removal of the
25 fly-over overpass.

0021

1 You see on the next two alternatives, you see
2 they are looking at reusing the fly-over ramp and the
3 bridge as kind of a gathering place or plaza area. And
4 then with removal of that, you lose some of that space
5 where you could do that. So that is one of the
6 constraints.

7 Alternative D is relining the ramps east and
8 retaining the fly-over over-crossing. This alternative
9 came from some of the members of the community. And in
10 this particular alternative, you see the bridge is
11 retained and the fly-over ramp is retained. So the
12 structures are retained. What you see on top of them in
13 this alternative is some graphical illustrations of some
14 design treatments and some landscape treatments that
15 could be applied to the fly-over ramp and the bridge and
16 then this open space created by moving the lanes east
17 would allow you to create this plaza and open space area
18 across Glendale Boulevard.

19 In this particular alternative, you still --
20 we are suggesting to put some of the landscape
21 improvements along Sr-2; however it stops short at the
22 intersection and you can see how it is tapering right
23 here. Because we are keeping the fly-over bridge in
24 place, what that does is that restricts the amount of
25 space you have available to carry the traffic through

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1 this area.

2 That restriction results in a couple of
3 things: It results obviously the landscape coming down
4 though this area and you see the landscaping
5 improvements stopping there as well. You still have the
6 signal in this area and you still have four lanes being
7 reduced to three lanes including the nonexclusive right
8 turn, and you still are maintaining two northbound lanes
9 onto SR-2.

10 The improvements contingent on initial
11 funding, again, this open space park improvements,

12 A.D.A. accessible pedestrian ramp. So the issues and
13 constraints include additional traffic delay due to the
14 signal, which we talked about and nonstandard lanes,
15 median and shoulder widths on SR-2 at the terminus.
16 What you end up having is you had some nonstandard lane
17 widths, one lane going northbound one lane going
18 southbound, which would be nonstandard. Then you also
19 have median and shoulder, which are nonstandard at the
20 actual terminus area right here.

21 Alternative E is very similar to Alternative
22 D, which we just talked about. First you keep the
23 bridge and fly-over, replacing it. Some of the same
24 ideas along this area of new open space. But what you
25 do is in order to make the lanes standard again, in this
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1 particular alternative we have looked at moving the
2 retaining wall along Alessandro further east. What that
3 does is it buys us some additional right-of-way space,
4 which we can then widen the nonstandard lanes back out
5 again. So that does allow us to do that. We still have
6 the median improvements, still have two northbound lanes
7 on SR-2, three southbound lanes coming off the
8 nonexclusive right-turn lane, the improvements at the
9 intersections and then the traffic signal as well. Same
10 issues in of terms the open space, A.D.A. ramps,
11 contingent on funding. The issues and constraints are
12 additional traffic due to the signal. And this
13 particular alternative is the most costly of the five
14 due to the relocation of the retaining wall. You'll
15 hear later from Irv about how expensive it is to move
16 that retaining wall out a few feet in order to gain
17 additional right-of way-space there.

18 With that I turn it back to Lee, who will go
19 over some of the enviromental findings of the document.

20 MR. LISEACKI: I will use some slides just to
21 illustrate part of the enviromental impacts that will
22 occur as a result of the build alternatives.

23 Obviously traffic is an issue of concern. The
24 build alternatives, B through E, because it's providing
25 a new signal at the intersection at the terminus, it is

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1 reducing the number of southbound lanes from four to
2 three. It will result in additional cueing in the peek

3 periods on southbound SR-2 and the northbound direction
4 as well.

5 The air quality impacts are the construction
6 air quality impacts, such as dust generated by grading
7 activities, construction equipment with emissions.
8 There will be mitigation efforts to try minimize those
9 impacts to the extent possible.

10 There are noise impacts. As a result of the
11 reconfiguration of the terminus, there will be minor
12 increases in the noise levels in nearby residences. The
13 increases will be minor, less than two decibels.
14 Typically the smallest increase most of us can hear is
15 two to three decibels. But CalTrans has a certain
16 standard: If the noise levels in the community are
17 high, exceed 67 decibels, then you have to consider
18 noise mitigation. Typically that consists of sound
19 walls. So the mitigation for this project will include
20 sound walls on both sides of the SR-2 Freeway.

21 There are visual impacts. Construction will
22 result in the removal of existing vegetation on either
23 side of the freeway. There will be new structures,
24 which could be the target for graffiti. So the
25 mitigation for that is to replace the landscaping and

0025
1 trees.

2 On the project funding, there is \$12 million
3 dollars in Federal and local funds for the project.
4 Several million dollars have already been spent on the
5 environmental studies and this study, preliminary
6 engineering.

7 Metro is seeking additional funding because of
8 the cost of the alternatives. The \$12 million and \$9
9 million remaining is not sufficient to construct any of
10 the alternatives that are proposed.

11 As to the estimated project cost, and I like
12 to remind everyone again, project costs do not include
13 the cost of the park and open space improvements. So
14 the cost range from lowest cost alternative, which is
15 Alternative A, approximately \$12 million, to the most
16 expensive alternative, which is Alternative E. And that
17 is the most expensive because it includes the relocation
18 of the retaining wall. That retaining wall alone is
19 almost \$6 million dollars. Now, as to the difference of

20 the cost, one of the things I like to note is that in
21 the cost of the alternative is the cost of demolishing
22 the bridge, which is approximately, the bridge and
23 fly-over, which is approximately \$4 million dollars.

24 The next steps?

25 MR. TAYLOR: One question many of you have

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1 would be: What happens next?

2 I think that probably for many of you, you
3 would have a further question about what happens to the
4 community participation in this project as the project
5 moves forward towards construction and hopefully
6 eventual completion.

7 Let me cover first what is intended to do
8 between now and the end of the year. As was mentioned
9 earlier, the project has been funded, partially funded
10 with the original \$12 million dollar grant. Of that we
11 spent about \$3 million dollars for all of the previous
12 studies and analyzes that you heard about tonight. We
13 have about approximately \$9 million dollars remaining.
14 We have requested, put in a formal request for
15 additional funds to cover the most expensive
16 alternatives because we do not know which one will be
17 selected at this point. So we asked for enough money to
18 cover the difference between what we have and the most
19 expensive alternative. As also has been alluded, we do
20 not have sufficient funds. There are no funds in the
21 project to cover the development of the open space. As
22 part of that, we are in discussion with the City
23 Recreation and Parks Department, and then we will be
24 talking with CalTrans as well because CalTrans is the
25 owner of the right-of-the involved in SR-2 to work out

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1 an agreement that will give the City the right to
2 operate a park or open space in the remaining area.
3 Again, depending on the alternative that is eventually
4 selected. What we have committed to the City that we
5 will do in the detailed project engineering is to
6 engineer the site in such a way that it will be left,
7 essentially developed enough that the City will only
8 have to come in and plant grass and trees. We attempt
9 to leave the site for the City. This is one of the
10 agreements that we are willing work out between now and

11 the end of the year.

12 In terms of the environmental process, the
13 public comment review period ends, I guess, midnight on
14 July 2nd. So we will have to receive any comments from
15 any of you or any of your friends, family in the area on
16 the project no later than July 2. It cannot be
17 postmarked July 2nd, we have to actually have it in our
18 physical possession.

19 You can submit your comments either tonight by
20 mail, by e-mail, you can drop it off at our office or
21 any other of those particular means. It should be in
22 writing, that way we can enter it into the official
23 record.

24 After July 2nd, the project team will convene
25 to develop our criteria whereby we will again, factoring
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1 in all of that has happened in the public review period,
2 we also will get comments from agencies, including
3 CalTrans LADOT. And all of that will be factored into
4 basically a selection of the preferred alternative.
5 Once that alternative is selected, I will draft a
6 recommendation to the Metro board to formally adopt that
7 recommendation of the preferred alternative. Almost
8 simultaneously CalTrans will, because they are the owner
9 of the project, will have to make an administrative
10 decision to adopt the Metro recommendation, and
11 hopefully they will, in fact, do that. We expect this
12 to happen between July and sometime in the fall.
13 Basically following that, Metro and CalTrans will also
14 develop a cooperative agreement between the two agencies
15 for what will happen after this point. And the after
16 will include the detailed project engineering for the
17 site and development of construction documents. Once
18 all of this has happened, we are planning that we will
19 develop a final ISDA between December and January 2010.
20 And file all of the final formal documents that are
21 associated with that. And that will conclude the
22 enviromental phase of this project. Which is what
23 brings us here tonight.

24 Once we have done that, what we will then do
25 is to solicit to procure a project team, engineering
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1 team to develop the engineering documents related to the

2 selected alternative for this project and the
3 construction documents.

4 Since we're kind of under a gun in terms of
5 the rate of expenditure of the funds, and assuming that
6 we are funded with the subsequent request that I
7 mentioned earlier, we are looking to conclude or
8 complete all of the project construction documents
9 within sight of one year. That is probably an
10 aggressive time frame, but we realize time is of the
11 essence for what we have to do. We will not delay on
12 that.

13 We are expecting that we will be able to give
14 the project under construction early or spring for 2011.
15 From that point we're estimating at this point in time
16 that the construction period of time would be roughly 24
17 months, give or take. Again, some of this is dependent
18 on what he actually find when we do another process we
19 call due diligence, where we go to things like soils
20 tests, analyze the bridge to determine whether there is
21 anything wrong with it that would have to be corrected
22 or other types of factors that might affect the
23 construction time frame, or affect the cost estimate for
24 the project.

25 There are potentially a lot contingencies
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1 still to be discovered that of course would affect the
2 time line. But given what we believe is an aggressive
3 time line, but one we believe if there are no tremendous
4 extenuating circumstances is a doable project within
5 36- to 40-month time frame from start to finish. That
6 is what we're looking at and how we see things going
7 forward.

8 I anticipate that the relationship that has
9 been developed over years with the community will
10 continue through the construction period. There are a
11 lot of aspects of the construction process that
12 certainly you would want to know about and be involved
13 in and be informed of. We have not defied a particular
14 process at this point in time. I believe that will be a
15 very key component of the project going forward from
16 this point in time. And I would anticipate that we will
17 have other meetings like this in the years to come.

18 With that, I think we are essentially

19 concluded with our presentation and soon we will take
20 your comments.

21 MR. BRITT: Thank you.

22 All right so we start our public comment
23 period. While switching our presentation to the timer,
24 it looks like have some people who have signed up.

25 Let me quickly go over rules of engagement

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1 here, should not be too difficult. We will give you two
2 minutes. We don't have a huge group, so we are not
3 going to be too hard core about it. Please be conscious
4 when your timer goes to zero and kind of wrap it up.
5 The timer will show two minutes. It will switch to one
6 minute after a minute is gone. Then after a minute is
7 gone, it will change to one. After that it will change
8 every ten seconds down to zero. So you will see it.

9 When you come up, it would be helpful if you
10 would state your name and your address for the record.
11 The court reporter sitting over here. Please speak
12 clearly so that she can get it down. We will wait to
13 start your timer until after you have come up, then you
14 will have your full two minutes to make your comment.

15 When you make a comment, you can say whatever
16 you want. It is a public hearing. You're free to say
17 what you would like to say. We ask that you be as
18 specific as possible in your comments about what you
19 either do or do not like. If you just say something
20 like, "I don't like this alternative," but you do not
21 explain what you don't like about it, it limits what the
22 technical team can do with your comment in responding to
23 it. So those comments will be part of the formal
24 record. They will go in the final document. And there
25 will be responses to all of the comments.

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1 With that, I'm going to start calling people's
2 names. I will call three people's names so you know the
3 order you will be speaking. When you come up, state
4 your name and address, then make your comment.

5 If you still would like to make a comment, you
6 will have some time to do that. We have few of them
7 here.

8 If you can cue yourself up if you know you are
9 next. Just step up to the plate, that way we'll keep

10 things moving along.

11 The first speaker I have Marya Eller, then
12 Jonathan Williams, then Rusty Miller.

13

14 PUBLIC COMMENTS

15 MS. ELLER: I am Marya Eller. My address is
16 2343 Baxter Street.

17 I just want to stay that I do prefer Option C,
18 because it does remove the fly-over and I think that the
19 fly-over, no matter how nice it may make it look, and we
20 don't even know if we will get the money for that or
21 when, it will still be an overpass. And AN overpass is
22 a magnet for shopping carts, couches, just graffiti,
23 things like that. I think it would look like there is
24 more open space if it were completely removed. I like
25 the idea of the crosswalks and so on as well as the

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1 trees and whatever they are planting in the middle of
2 the off-ramp. That is pretty much it. I am glad that
3 there is a way for people to cross easily from one side
4 to the other. And unless it's just the thin strip going
5 over, where maybe it is a bike path or something, I
6 would like to see the fly-over completely removed.

7 MR. BRITT: Thank you.

8 We have Jonathan Williams.

9 MR. WILLIAMS: I am Jonathan Williams, 1942
10 Lemoyne Street.

11 Sorry, but I would like to keep the fly-over.
12 I'm arguing in favor of Option D. When I look at all
13 five, Option A, which presumably continues to allow a
14 little more traffic down from the north is untenable.
15 We cannot have this situation that we have now, which is
16 speed of people coming off a freeway onto a residential
17 street. So given the other four alternatives, for me
18 the best argument is financial. And Option D in
19 addition to having amenities is the least expensive. So
20 that is my argument for Option D.

21 MR. BRITT: Okay, thank you very much. Rusty
22 Millar.

23 While Rusty is coming up, the next three
24 speakers will be Diane Edwardson, Dion Neutra and Sandy
25 Kaye.

0034

1 MR. MILLAR: My name is Rusty Millar. I am
2 the chair of Inter-counsel Transportation Public Works
3 Committee. I have been involved in these hearings for
4 over three years. My address is 2898 Marina Avenue,
5 101, Los Angeles.

6 In looking at these, there is a lot of sort of
7 really neat pictures associated with them as far as
8 potential green space and forth. But at the end of the
9 day, you're not moving any more cars. There is no
10 capacity on Glendale Boulevard to add more vehicle
11 traffic, and I do not think anybody really wants to do
12 that. At the end of the day, I think that if you do the
13 no-build and add some additional greenery, maybe put some
14 median where you are coming in or going out in between
15 the two. Something that is extremely important to the
16 Silver Lakes residents is a raised median from the
17 bridge north along Glendale Boulevard to not allow any
18 through traffic coming off of the 2 because Duane and
19 Waterloo are not designed to handle 3,000 cars a day.
20 And certainly it's a lot cheaper. And another thing, of
21 course, if you do put a traffic light down at the bottom
22 of the hill, then you have cars backed up causing
23 additional impact on air quality. And at the hearing we
24 had at Barlow Hospital, it was interesting listening to
25 the people talking about soot in the air, that I have

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1 not thought about. But when you start putting all of
2 these things together as far as the air quality,
3 people's health, I think we might be better off spending
4 the money to put in additional landscaping, trees and so
5 forth that might help with some of this and keep the
6 traffic flowing. There is no way -- anybody going
7 southbound on Glendale will not be able to -- they will
8 be sitting there they were not previously sitting there
9 waiting for this traffic coming off of the highway.

10 MR. BRITT: Thank you, Rusty.

11 Diane Edwardson.

12 MR. EDWARSON: I'm Diane Edwardson of 2630
13 Corralitas Drive, Los Angeles, 90029.

14 I was one of the people who strongly advocated
15 the supervisor request that this EIR evaluate impacts
16 all way back to the 5, if not beyond the 5. I have a
17 front row seat to the 2 freeway being the furthest point

18 north in Silver Lakes adjacent to the 2 Freeway below my
19 house. I have lived there for almost 20 years. And I
20 know that at least the sound monitoring contactors came
21 out and had equipment installed on my street. I have
22 just received the CD for the technical reports today, I
23 have not had a chance to look at them yet. But the EIR
24 itself does not reflect that you evaluated anything
25 north of Oakland. And I was also surprised to see sound
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1 walls, you have sound walls in front of a vacant
2 hillside, yet not in front of the eight homes on
3 Corralitas, who have asked me to ask for sound walls
4 there. Even though I disagree with them, I'm putting
5 forth their request. My neighbors count on me.

6 You have not evaluated the air quality. You
7 are acting as if there will be no more air quality
8 effects when traffic, when you signalize the end of the
9 2, it will be stopping all way back past the 5 on a
10 regular basis and we will have more stop-and-go traffic
11 in front of my house then there already is. And that
12 does bring added air quality issues and sound issues.
13 You know, things like why hasn't a sidewalk been
14 installed along the 2 on the 2 Freeway side of
15 Alessandro where there are bus stops? When Metro says,
16 "We're the answer; ride the bus." Well, there is no
17 sidewalk for people to stand and wait for the bus. It's
18 an asphalt filled-in curb that is not even ADA
19 accessible. And there is ADA housing directly across
20 the 2 Freeway on Alessandro on Baxter where we are going
21 to need stop signs. Everyone will get off the freeway
22 at Riverside Drive from the 2 south to the 5 south
23 transition and the traffic will back up on Alessandro.
24 That was not evaluated all the way back to the 5. So I
25 think this EIR is seriously flawed. And I cannot even

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1 evaluate the effects on my neighborhood because the data
2 does not show in the EIR.

3 Thank you.

4 MR. BRITT: Dion Neutra.

5 MR. NEUTRA: Dion Neutra at 2440 Neutra Place,
6 Los Angeles, 90039.

7 My thought at the very beginning of this
8 project is that there is nobody being heard from La

9 Crescenta or north toward Foothill Boulevard who are
10 going to be affected by this. They will be standing in
11 a queue all the way to Foothill Boulevard, when the
12 signal goes in, in the morning. I agree the the last
13 speaker, we are going to have an air quality issue that
14 will not quit. So my tendency would be to say that we
15 ought to just landscape and beautify the area rather
16 than making these drastic interventions.

17 Another question that comes to my mind at this
18 time of fiscal problems is: Should we be spending this
19 kind of money on a public works project? Maybe it is
20 just to make jobs for people, but I question that there
21 are better ways to spend money than to do this kind of a
22 project.

23 Another aspect of this is, if you are going to
24 intervene this way and create this bottleneck is to put
25 signage on the 2 Freeway for southbound traffic to

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1 suggest to them to take off at San Fernando Road or
2 Fletcher in order to get towards Hollywood. I have been
3 advocating this for some time, that a sign saying
4 "Hollywood, take the next exit" would divert some of the
5 traffic off of the freeway instead of coming to this
6 dead stop at a light. Get them off earlier and try to
7 route them out into Silver Lake Boulevard, which is
8 where they would go if they did the cutoff thing that
9 Rusty is talking about.

10 So that would be one way to mitigate the
11 effect if you insist ongoing ahead with one of these
12 alternatives.

13 MR. BRITT: Thank you.

14 We have Sandy Kaye. While Sandy is coming up,
15 the last card I have is Joelle Dobrow. Then we have one
16 more, which will be Tom Davidson.

17 MS. KAYE: My name is Sandy Kaye. I'm with
18 the Duane Street Association. My address is 2353 Duane
19 Street.

20 I have a couple of things. First of all, I
21 like everything that you have done. I want to thank you
22 for doing something different. I think it needs
23 something different. Obviously we do not want to cut
24 through traffic. And I think that is what is happening
25 now. That is my main concern. And that is Duane

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1 Street's Association main concern is to get 3,000 cars
2 off of our neighborhood that was left when the freeway
3 was just sort of cut off and you guys forgot that people
4 would go straight onto Waterloo and on Duane and use
5 that as an off-ramp to Silver Lake Boulevard. That was
6 an error; that has to be repaired.

7 All of these alternatives expect for A do
8 repair that. It's a huge safety issue. You cannot have
9 all of these cars. I will repeat that there is 3,000
10 cars a day.

11 In your model for the no-build model, it does
12 not reflect the cut through at all. It is clever how
13 you have them coming off of Glendale Boulevard north
14 ramp and then going left or going right. That is not
15 what happens. They go straight. They go straight on
16 Waterloo up Duane and use it as a Silver Lake Boulevard
17 off-ramp from the 2. That is what happens all day long.
18 All day long. All day long. All day long. When you
19 live there, you will know.

20 Other than that I like E. It looks good to
21 me. It is a beautiful design. The fly-over as it is
22 now is dangerous. It's crazy and it's fast. It's a
23 safety hazard. It would be great if you put trees on
24 Glendale Boulevard north. If you could put trees in the
25 median or some kind of landscaping, that would be nice.

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1 It's not in there. If there was any extra millions of
2 dollars. And I want know why it cost \$6 million dollars
3 to do that retaining wall. That is a lot of money.

4 MR. BRITT: It is a lot of money.

5 Joelle Dobrow, then Tom Davidson then Peter
6 Lassen.

7 MS. DOBROW: I am Joelle Dobrow, 2621 Berkley
8 Avenue, Los Angeles, California 90026.

9 Actually, I want a clarification from you
10 because I missed something in the presentation. I heard
11 that you had \$12 million set aside, there was \$3 million
12 already spent, leaving \$9 million dollars and you were
13 expecting to get the remaining money from someplace, and
14 I did not catch it. I would like to hear that again.

15 I also heard something about the City was to
16 do the planting and finishing of the project. I would

17 like to hear more about that because the City is broke.
18 I need to know whether or not this project, regardless
19 of which of these alternatives is chosen, is going to
20 get finished.

21 I'm in support of Alternative D. I think it
22 makes the most sense. People have to cross the street,
23 and right now it's too dangerous. There is no way to
24 cross the street.

25 I would like to point out that the lady who
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1 just spoke was absolutely right about the 3,000 cars. I
2 live on a street where there is no left turn onto
3 Glendale Boulevard at certain times of the day and I'm
4 the only one that obeys the sign. Every car in front of
5 me to my left and left right disobeys the sign. So
6 unless you do something radical where you completely
7 control the traffic, you will just have people
8 continuing to disobey the signs, because frankly, it is
9 a really screwed up traffic pattern.

10 MR. BRITT: Thank you.

11 Tom Davidson, Peter Lassen and then Alejandra
12 Marroquin.

13 MR. DAVIDSON: I am Tom Davidson. I live at
14 1453 North Benton Way, Los Angeles, 90026. I'm block
15 captain of the Benton Way Association and former member
16 of Silver Lake Improvement Association.

17 I have to say that this is the first meeting I
18 have attended on this subject. I guess I'm somewhat
19 concerned because Benton Way is a major cut-through
20 street going from SR-2 to the 101. We see an awful of
21 of traffic as it is.

22 I guess the question that I have is: Why are
23 we doing anything at all? The primary complaint I
24 heard about the current situation is the speed of
25 traffic coming on the fly-over down the ramp. Your own

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1 stated goals are to improve environmental setting, to
2 better manage vehicular traffic flow. And by the five
3 alternatives shown, other than the no-build, you are
4 reducing lanes, you are going to add a traffic light
5 that will create more congestion. And not to mention
6 the environmental impact that several others have
7 already talked about, with traffic having to be delayed,

8 waiting, adding pollution. So I guess my comment is:
9 Why are we looking to spend millions of dollars for a
10 project that will create a bigger bottleneck than we
11 already have and probably add to environmental pollution
12 problems?

13 MR. BRITT: Thank you for your comment.

14 Peter Lassen.

15 MR. LASSEN: I am Peter Lassen, 1448 North
16 Boylston Street.

17 Two things: One is you talked about including
18 bikes in that. I see no evidence of that. But the idea
19 of including a bike path from the designated commuter
20 route on Glendale Boulevard to Riverside Drive is really
21 a critical part of this project. We have talked about
22 it since the beginning of the project. And thank you
23 for supporting that. You did bring it up and I
24 appreciate that.

25 The second issue is the construction zone for

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1 this project does indeed go from Aaron Street on the
2 south to I-5 on the north. That was part of the
3 original RFP. And I do not see that this environmental
4 document includes the northern half of the project. I
5 would like to ask when the change was made to make it
6 not go from the north, the Oakland Bridge, and really
7 disregard the northern half?

8 So those would be my two comments. From what
9 I read in this document, I do appreciate that you guys
10 put in a bit of work and, I think No. C is probably the
11 one that should get agreed to. Alternative D is also
12 very nice and very expensive.

13 Thank you.

14 MR. BRITT: I think you mean D and E.

15 MR. LASSEN: You bet I do. D and E. Please
16 the minute taker, it's D and E.

17 MR. BRITT: You almost made a big mistake
18 there. I know Peter from 15 years ago.

19 Alejandra Marroquin is the last speaker.

20 MS. MARROQUIN: My name is Alejandra

21 Marroquin. I am from Eric Garcetti's office. I just
22 wanted to share with you that we will be submitting a
23 letter to CalTrans and the consultants regarding a bike
24 designated route to be referred in the final report.

25 And that will be along Glendale Boulevard and other
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1 alternative areas as well.

2 MR. BRITT: Okay. All right. That concludes
3 our public hearing. Again, remember July 2 is a very
4 important date. If you have not had a chance look at
5 the documents, they are in your local liburarys. You do
6 have to have all comments submitted to Metro by July 2
7 in their possession for them to be considered.

8 You can hear by the range of comments it is a
9 very complicated and complex issue with a lot of
10 different opinions. We hope you appreciate how much
11 effort and work went into the process.

12 You will be hearing from us again in the
13 future. This will not be last time we see you. Thank
14 you for taking your time out tonight. I appreciate your
15 time. We will be hanging around briefly after the
16 meeting to answer any leftover questions.

17 Then we will see you guys in the future.

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1 REPORTER'S CERTIFICATION

2 I, Tina Blackmore, Certified Shorthand Reporter,
3 in and for the State of California, do hereby certify:

4 That the foregoing proceedings were reported by
5 me stenographically and later transcribed into
6 typewritten under my direction; that the foregoing is a
7 true record of the proceedings taken at that time.

8 IN WITNESS WHEREOF, I have subscribed my name
9 this 30th day of June, 2009.

10

11

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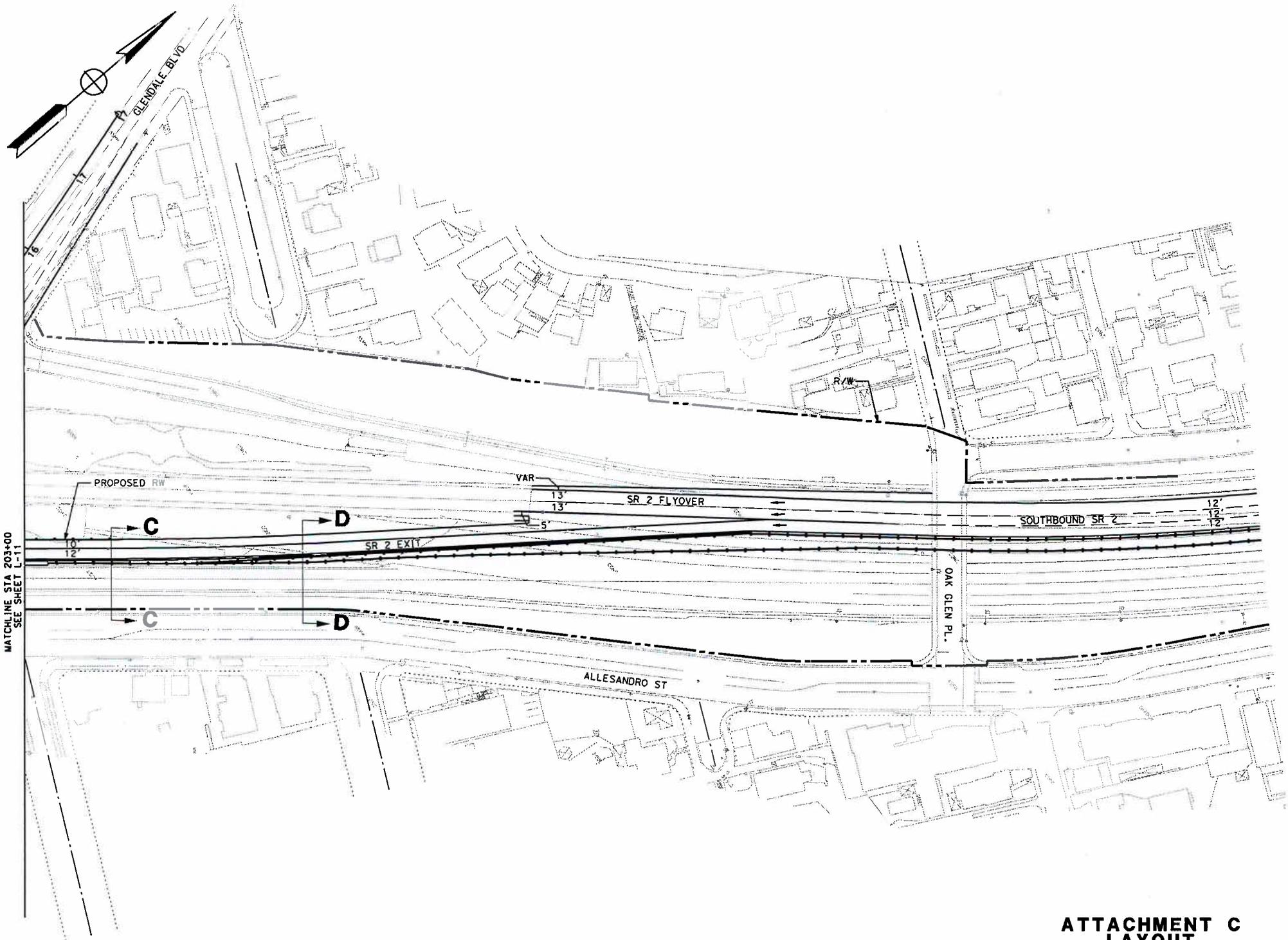
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Tina Blackmore, CSR No. 12409

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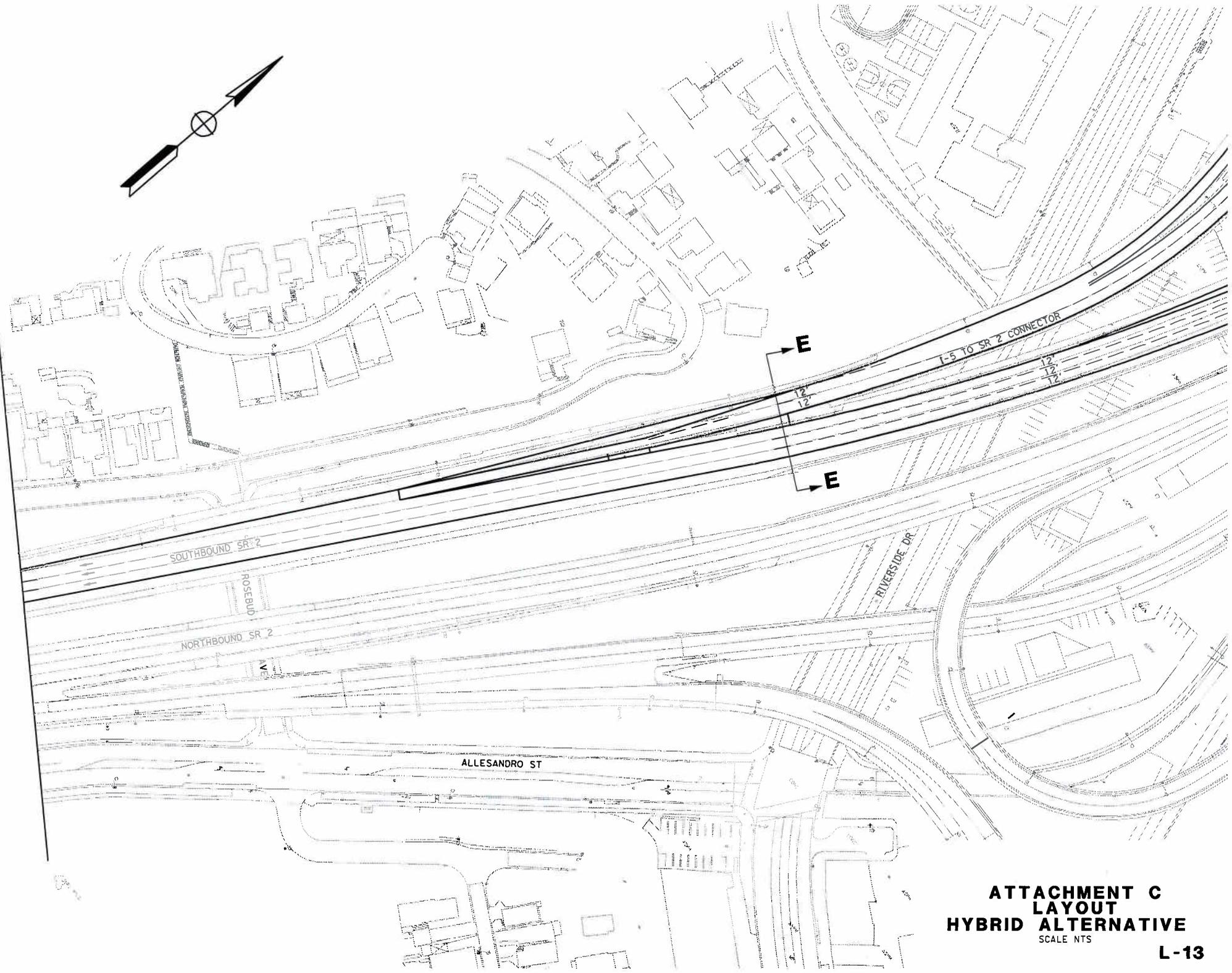
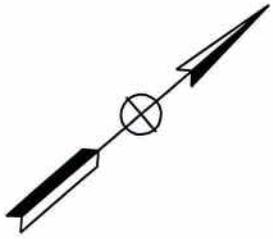
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**Appendix I: Conceptual Plans for Preferred Alternative
(Alternative F – Hybrid Alternative)**



MATCHLINE STA 203+00
SEE SHEET L-11

ATTACHMENT C
LAYOUT
HYBRID ALTERNATIVE
 SCALE NTS



ATTACHMENT C
LAYOUT
HYBRID ALTERNATIVE
SCALE NTS

Appendix J: Consultation with USFWS



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
Carlsbad Fish and Wildlife Office
6010 Hidden Valley Road, Suite 101
Carlsbad, California 92011



In Reply Refer To:
FWS-LA-11B0002-11SL0003

OCT 04 2010

Paul Caron
Senior District Biologist
Department of Transportation
100 South Main Street, Suite 100
Los Angeles, California 90012-3606

Subject: Request for a List of Proposed, Threatened, and Endangered Species, and Critical Habitats Occurring in the vicinity of the SR-2 Freeway Terminus Project, Los Angeles County, California

Dear Mr. Caron:

This letter is in response to your request, received September 16, 2010, for a list of federally endangered, threatened, and proposed species and critical habitats occurring in the vicinity of the State Route 2 (SR-2) Freeway Terminus Project. The project is located along SR-2 between Clifford Street and Oak Glen Place in the City of Los Angeles, Los Angeles County, California. We have reviewed the project information provided by your agency and we are unaware of any federally listed species in the vicinity of the proposed project. There is no critical habitat in the vicinity of the proposed project.

Because we do not have site-specific information for the proposed project, we recommend that you seek assistance from a biologist familiar with the habitat conditions and associated species in and around the project site to assess the actual potential for direct, indirect, and cumulative impacts likely to result from the proposed activity. We also suggest that you contact the California Department of Fish and Game regarding State-listed and sensitive species that may occur within the project area. Please note that State-listed species are protected under the provisions of the California Endangered Species Act.

Please note that due to out-of-date data on the U. S. Fish and Wildlife Service Critical Habitat Portal, the Carlsbad Fish and Wildlife Office is now hosting all critical habitat GIS data within our jurisdictional area on our website at <http://www.fws.gov/carlsbad>. Select the GIS DATA link to access current critical habitat layers.



Should you have any questions regarding this letter, please contact Sally Brown of this office at (760) 431-9440, extension 278.

Sincerely,

A handwritten signature in cursive script that reads "Sally Brown".

for Karen A. Goebel
Assistant Field Supervisor

Appendix K: FHWA Project-Level Conformity Determination



U.S. Department
of Transportation
**Federal Highway
Administration**

**Federal Highway Administration
California Division**

October 13, 2010

650 Capitol Mall, Suite 4-100
Sacramento CA 95814
(916) 498-5001
(916) 498-5008 fax

In Reply Refer To:
HDA-CA
EA 07-20550

Doug Failing, District Director
California Department of Transportation
District 7
100 South Main Street, Suite 100
Los Angeles, CA 90012-3606

Attention: Andrew Yoon, Senior Transportation Engineer

Dear Mr. Yoon:

**SUBJECT: PROJECT-LEVEL CONFORMITY DETERMINATION FOR THE STATE
ROUTE 2 FREEWAY TERMINUS IMPROVEMENT PROJECT, CITY OF
LOS ANGELES, LOS ANGELES COUNTY**

On June 30, 2010 the California Department of Transportation (Caltrans) submitted to the Federal Highway Administration (FHWA) a request for the project-level conformity determination for the State Route 2 Freeway Terminus Improvement Project in Los Angeles County pursuant to 23 U.S.C. 327(a)(2)(B)(ii)(1). The project is in an area that is designated nonattainment or maintenance for 8-hour ozone, coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), carbon monoxide (CO), and nitrogen dioxide (NO₂).

The project-level conformity analysis submitted by Caltrans indicates that the project-level transportation conformity requirements of 40 C.F.R. Part 93 have been met. The project is included in the Southern California Association of Government's (SCAG) currently conforming *2008 Regional Transportation Plan (RTP)*, and the *2008 Regional Transportation Improvement Program (RTIP)*. The latest conformity determinations for the RTP Amendment No. 3 and RTIP Amendment No. 34 were approved by FHWA and the Federal Transit Administration (FTA) on May 6, 2010. The design concept and scope of the preferred alternative have not changed significantly from those assumed in the regional emissions analysis.

Based on the information provided, FHWA finds that the project-level conformity determination for the State Route 2 Freeway Terminus Improvement Project in Los Angeles County conforms to the State Implementation Plan (SIP) in accordance with 40 C.F.R. Part 93.



If you have any questions pertaining to this conformity finding, please contact Stew Sonnenberg,
FHWA Air Quality Specialist, at (916) 498-5889.

Sincerely,



For
Walter C. Waidelich, Jr.
Division Administrator

Enclosure

cc: (email)
Andrew Yoon, Caltrans D-7
Mike Brady, Caltrans HQ
Aimee Kratovil, FHWA

SSonnenberg/mb