County of Los Angeles
CHIEF EXECUTIVE OFFICE
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DAVID E. JANSSEN
Chief Executive Officer

Board of Supervisors
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First District

YVONNE B. BURKE
Second District

ZEV YAROSLAVSKY
Third District

DON KNABE
Fourth District

MICHAEL D. ANTONOVICH
Fifth District

July 3, 2007

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

SPRING STREET AT SIERRA HIGHWAY
NEGATIVE DECLARATION AND RESOLUTION TO ESTABLISH SPRING STREET AS A ONE-WAY STREET FROM SIERRA HIGHWAY TO CHRISCO AVENUE
UNINCORPORATED AREA OF SLEEPY VALLEY NEAR AGUA DULCE
SUPERVISORIAL DISTRICT 5
3 VOTES

IT IS RECOMMENDED THAT YOUR BOARD:

1. Consider the attached Negative Declaration for the proposed Spring Street at Sierra Highway project, concur that the project will not have a significant effect on the environment, find that the Negative Declaration reflects the independent judgment of the County, and approve the Negative Declaration.

2. Adopt the attached Resolution to establish Spring Street as a one-way street from Sierra Highway to Chrisco Avenue pursuant to Section 21101(f) of the California Vehicle Code and Title 15.76.010 of the County Code.

3. Approve the project and authorize the Department of Public Works to carry out the project.

4. Authorize the Department of Public Works to pay the $1,800 fee to the State Department of Fish and Game as required by the Fish and Game and Public Resources Codes.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The purpose of this action is to alleviate the traffic concerns at the intersection of Spring Street and Sierra Highway. The Department of Public Works (DPW) interacted with the community regarding their concerns in a public review process.

The DPW originally proposed to widen Sierra Highway at its intersection with Spring Street, which would have required the construction of a retaining wall and removal of trees. However, after receiving opposition from the community, DPW revised the project description. The proposed project would change Spring Street from a two-way street to a one-way (northbound) street, with southbound traffic prohibited from Chrisco Avenue toward Sierra Highway. This change will address the difficulty motorists are having merging into traffic on Sierra Highway from southbound Spring Street. The proposed project consists of constructing a raised barrier on one side of Spring Street to prohibit vehicular access to Sierra Highway. There will be signage and striping installed on Spring Street for this purpose.

Implementation of Strategic Plan Goals

The Countywide Strategic Plan directs that we provide Service Excellence (Goal 1) and Community Services (Goal 6) by providing residents with a safe roadway, thereby, improving the quality of life in the County.

FISCAL IMPACT/FINANCING

Their recommended action will have no impact on the County General Fund. The estimated cost of this project is $262,000. The necessary funds required to finance the cost of this project are included in the Fiscal Year 2007-08 Road Construction Program Budget.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

California Vehicle Code Section 21101(f) allows a local authority to prohibit entry to, exit from, or both, from any street by means of islands, curbs, traffic barriers, or other roadway design features to implement a circulation element of the General Plan. Government Code Article 6 of Chapter 3 of Division 1 of Title 7 provides that cities and counties amend elements in their general plans. Modifications to Spring Street, a rural local street, are not required in the circulation element. Therefore, a General Plan amendment is not required as part of your consideration of this matter.

Los Angeles County Code Title 15.76.010 provides that if your Board finds that a highway should proceed in one direction only, then we are authorized to erect and maintain in a conspicuous place on the highway at each intersection adequate signs bearing the words One-Way and indicating which way.

The attached Resolution has been approved as to form by County Counsel.

The County, as the lead agency preparing a Negative Declaration, must provide a public notice within a reasonable period of time prior to certification of the Negative Declaration. To comply with this requirement, a Notice of Intent pursuant to Section 21092 of the Public Resources Code was published in the Signal and the Antelope Valley Press on May 29, 2006. Copies of the Negative Declaration were sent to the Canyon Country Library for public review. Notices were mailed to residents in the vicinity of the project.

The public review period for the Negative Declaration ended on June 23, 2006. Several comments were received during the public review period.

Subsequent to the public review period, a community meeting was held at the Agua Dulce Women's Club on October 13, 2006. This meeting was held to discuss proposed changes in the original project scope. As a result of this meeting and community input, the proposed changes in the original project scope were made. The proposed project originally involved cutting back the existing slope and constructing a retaining wall on the north side right-of-way line of Sierra Highway between Spring Street and Center Street. DPW is now proposing instead to change Spring Street from a two-way street to a one-way street, with southbound traffic prohibited from Chrisco Avenue toward Sierra Highway, addressing the difficulty motorists are having merging into traffic on Sierra Highway from southbound Spring Street. Motorists will have the alternative to exit the neighborhood via Center Street or Steele Street.

The public review period for the Revised Negative Declaration commenced with publishing a Notice of Intent in the Signal and the Antelope Valley Press on May 10, 2007. Copies of the Revised Negative Declaration were sent to the Canyon Country Library for public review. Notices were mailed to residents in the vicinity of the project. Comments were received from one resident during this public review. The responses to those comments are included in Attachment B of the Negative Declaration. The public review period for the Revised Negative Declaration ended on May 29, 2007.

The revision to the Negative Declaration was necessary to address changes affected by the new project scope. Based upon the Initial Study of Environmental Factors, the revisions to the Negative Declaration determined that the project would not have any additional significant impacts on the environment. Therefore, approval of the Negative Declaration is requested at this time.

ENVIRONMENTAL DOCUMENTATION

An Initial Study was prepared for this project in compliance with the California Environmental Quality Act and State and County Guidelines. The Initial Study showed that there is no substantial evidence that the project may have a significant effect on the

environment. Therefore, in accordance with Section 15070 of the State CEQA Guidelines, a Negative Declaration was prepared. Based upon the Negative Declaration, the project will not have a significant effect on the environment.

A fee must be paid to the State Department of Fish and Game when certain notices required by the CEQA are filed with the County Clerk. Upon approval of the Negative Declaration by your Board, DPW will submit a check in the amount of $1,800 to the County Clerk to pay the fee. In addition, a $50 handling fee will be paid to the County Clerk for processing. DPW will also file a Notice of Determination in accordance with the requirements of Section 21152(a) of the California Public Resources Code.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

The project will enhance motorist safety and not have a significant impact on neighborhood traffic circulation.

CONCLUSION

At such time as these recommendations are adopted, please return one copy of this letter to the Department of Public Works, Traffic and Lighting Division.

Respectfully submitted,

DAVID E. JANSSEN
Chief Executive Officer

DEJ:DLW
WJW:kw

Attachments (2)

c: County Counsel

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

NEGATIVE DECLARATION

FOR

SPRING STREET AT SIERRA HIGHWAY

I. Location and Brief Description

The proposed project is located in the unincorporated Sleepy Valley area of Los Angeles County territory (see attached map) and involves changing Spring Street from a two-way street to a one-way street. Spring Street is an 18-foot wide local road and the project limits will be from Sierra Highway to Chrisco Avenue.

The proposed scope of work would consist of constructing a concrete island on Spring Street and Sierra Highway to prohibit vehicular access from southbound Spring Street onto Sierra Highway. Signage and striping will be installed to advise motorists of the new traffic pattern on Spring Street as a one-way street from Sierra Highway to Chrisco Street.

Right-of-way acquisition will not be required. The improvements are necessary because motorists traveling from southbound Spring Street onto Sierra Highway have difficulty merging into traffic on Sierra Highway due to limited sight distance at the intersection..

II. Mitigation Measures Included in the Project to Avoid Potentially Significant Effects

No significant effects are identified.

III. Finding of No Significant Effect

Based on the attached Initial Study and Attachment A, it has been determined that the project will not have a significant effect on the environment.

SDS:
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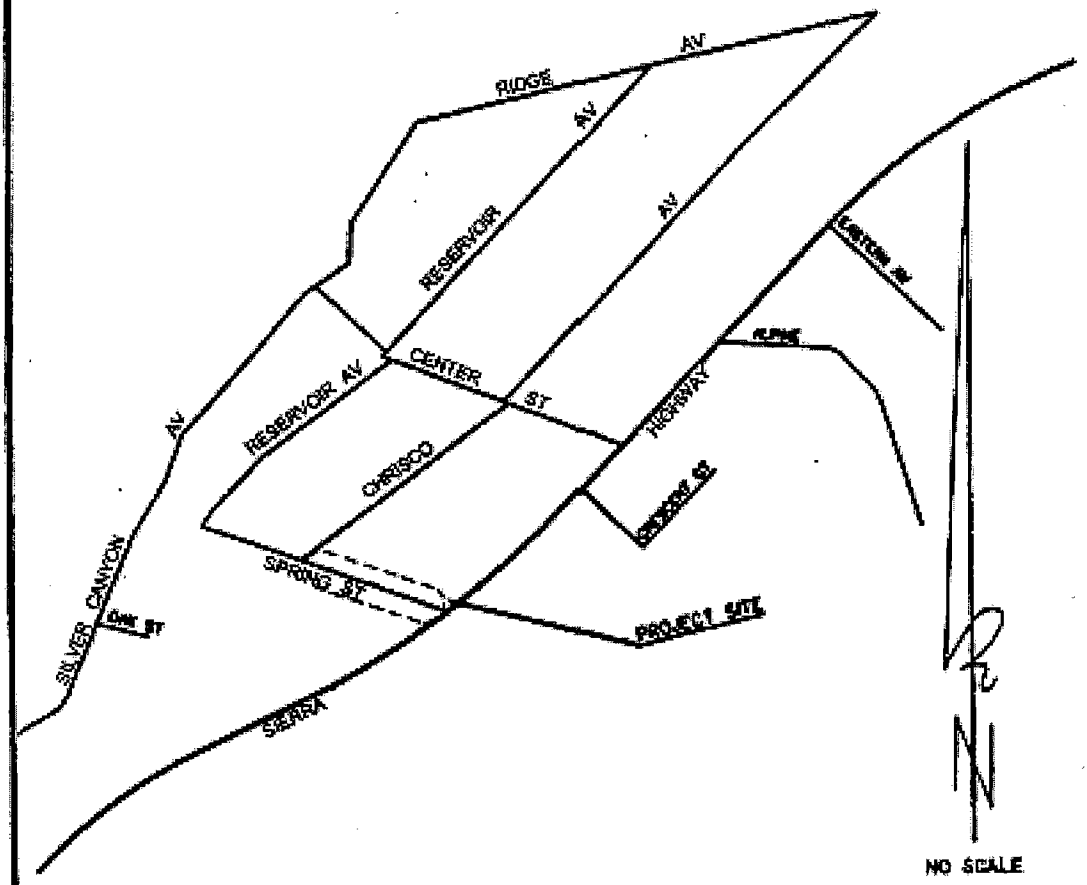
COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
SPRING STREET AT SIERRA HIGHWAY



LOCATION MAP

THOAL BOOK 4372 J-4

ENVIRONMENTAL CHECKLIST FORM

SPRING STREET AT SIERRA HIGHWAY

			Potential Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I.	**AESTHETICS** - Would the project:					
	a)	Have a substantial adverse effect on a scenic vista?				X
	b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				X
	c)	Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
	d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X
II.	**AGRICULTURE 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. 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 nonagricultural use?				X
	b)	Conflict with existing zoning for agricultural use or a Williamson Act contract?				X
	c)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?				X
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?				X
	b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
	c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for zone precursors)?			X	
	d)	Expose sensitive receptors to substantial pollutant concentrations?			X	
	e)	Create objectionable odors affecting a substantial number of people?			X	
IV.	**BIOLOGICAL RESOURCES** - Would the project:					

			Potential Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
	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?				X
	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?				X
	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?				X
	d)	Interfere substantially with the movement of any native resident, migratory fish, or wildlife species; or with established native resident or migratory wildlife corridors; or impede the use of native wildlife nursery sites?				X
	e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
	f)	Conflict with the provisions of an adopted Habitat Conservation Plan; Natural Community Conservation Plan; or other approved local, regional, or State habitat conservation plan?				X
V.	**CULTURAL RESOURCES** - Would the project:					
	a)	Cause a substantial adverse change in the significance of a historical resource as defined in ' 15064.5?			X	
	b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to ' 15064.5?			X	
	c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
	d)	Disturb any human remains, including those interred outside of formal cemeteries?			X	
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 know fault? Refer to Division of Mines and Geology Special Publication 42.				X
		ii) Strong seismic ground shaking?				X
		iii) Seismic-related ground failure, including liquefaction?			X	
		iv) Landslides?				X

			Potential Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
	b)	Result in substantial soil erosion or the loss of topsoil?			X	
	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?			X	
	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?				X
	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?				X
VII.	**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?				X
	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?			X	
	c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
	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?				X
	e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
	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?				X
	g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
	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?				X
VIII.	**HYDROLOGY AND WATER QUALITY** - Would the project:					
	a)	Violate any water quality standards or waste discharge requirements?				X

			Potential Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
	b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
	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?				X
	d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				X
	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?				X
	f)	Otherwise substantially degrade water quality?				X
	g)	Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
	h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
	i)	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
	j)	Inundation by seiche, tsunami, or mudflow?				X
IX.	**LAND USE AND PLANNING** - Would the project:					
	a)	Physically divide an established community?				X
	b)	Conflict with any applicable land use plan, policy, or regulation of any 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?				X
	c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
X.	**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?				X

			Potential Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
	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?				X
XI.	**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 ordinance or applicable standards of other agencies?			X	
	b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
	c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
	d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
	e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
	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?				X
XII.	**POPULATION AND HOUSING** - Would the project:					
	a)	Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?				X
	b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
	c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
XIII.	**PUBLIC SERVICES**					
	a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
		Fire protection?				X
		Police protection?				X
		Schools?				X
		Parks?				X
		Other public facilities?				X
XIV.	**RECREATION**					

			Potential Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
	a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
	b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
XV.	**TRANSPORTATION/TRAFFIC** - Would the project:					
	a)	Cause an increase in traffic which 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)?			X	
	b)	Exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways?				X
	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?				X
	d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
	e)	Result in inadequate emergency access?			X	
	f)	Result in inadequate parking capacity?				X
	g)	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X
XVI.	**UTILITIES AND SERVICE SYSTEMS** - Would the project:					
	a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
	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?				X
	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?				X
	d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
	e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
	f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	

			Potential Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
	g)	Comply with Federal, State, and local statutes and regulations related to solid waste?				X
XVII. 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?				X
	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.)				X
	c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

XVIII. DISCUSSION OF WAYS TO MITIGATE SIGNIFICANCE EFFECTS

Section 15041 (a) of the State California Environmental Quality Act guidelines states that a lead agency for a project has authority to require changes in any or all activities involved in the project in order to lessen or avoid significant effects on the environment. No significant effects have been identified.

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INITIAL STUDY OF ENVIRONMENTAL FACTORS

1. **Project Title:** Spring Street at Sierra Highway

2. **Lead Agency Name and Address:** County of Los Angeles Department of Public Works, 11th Floor, Programs Development Division, 900 South Fremont Avenue, Alhambra, California 91803-1331.

3. **Contact Person and Phone Number:** Ms. Sarah D. Scott at (626) 458-3916.

4. **Project Location:** Unincorporated Sleepy Valley area of Los Angeles County territory (see attached map).

5. **Project Sponsor's Name and Address:** County of Los Angeles Department of Public Works, 900 South Fremont Avenue, Alhambra, California 91803-1331.

6. **General Plan Designation:** Los Angeles County General Plan.

7. **Zoning:** Spring Street is zoned as a local street.

8. **Description of Project:** The proposed project is located in the unincorporated Sleepy Valley area of Los Angeles County territory and involves changing Spring Street from a two-way street to a one-way street. Spring Street is an 18-foot wide local road and the project limits are from Sierra Highway to Chrisco Avenue. The proposed scope of work would consist of constructing a concrete island on Spring Street and Sierra Highway to prohibit vehicular access from southbound Spring Street onto Sierra Highway. Signage and striping will be installed to advise motorists of the new traffic pattern on Spring Street as a one-way street from Sierra Highway to Chrisco Street.

9. **Surrounding Land Uses and Settings:**
   a. **Project Site**–The proposed project is located within the unincorporated Sleepy Valley area of the County of Los Angeles. Spring Street at the project site is aligned within the public road right-of-way adjacent to residential properties.
   b. **Surrounding Properties**–In general, the land use surrounding Spring Street is a mix of residential and agriculture properties. The topography of the surrounding project area is generally hilly. Wildlife that may occur in the area is a variety of birds, lizards, rodents, domestic animals, and insects. No known endangered species or species of special concern exist within the project limit.

10. **Other agencies whose approval is required (and permits needed):**

    None.

Attach.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

_X_ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

___ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

___ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

___ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

___ I find that although the proposed project would have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Sarah D. Scott
Signature

March 7, 2007
Date

Sarah D. Scott
Printed Name

County of Los Angeles Department of Public Works
For

EVALUATION OF ENVIRONMENTAL IMPACTS

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

2. All answers must take account of the whole action involved including off-site as well as on-site, cumulative as well as project level, indirect as well as direct, and construction as well as operational impacts.

3. "Potential Significant Impact" is appropriate if an effect is significant or potentially significant or if the lead agency lacks information to make a finding of insignificance. If there are one or more "Potential Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.

4. "Less Than Significant With Mitigation Incorporation" applies where the incorporation of mitigation measures has reduced an effect from "Potential Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVIII, "Earlier Analysis," may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other California Environmental Quality Act process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XVIII at the end of the checklist.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). See the sample questions. A source list should be attached and other sources used or individuals contacted should be cited in the discussion.

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ATTACHMENT A

DISCUSSION OF ENVIRONMENTAL FACTORS

SPRING STREET AT SIERRA HIGHWAY

I. **AESTHETICS–Would the project:**

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

No impact. The project is not located in a scenic vista. Therefore, no impact would occur.

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

No impact. The project site would not damage resources within a State scenic highway.

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

Less than significant impact. The project consists of changing Spring Street from a two-way street to a one-way street. The existing sight distance at the intersection of Sierra Highway and Spring Street does not meet current Caltrans Highway Capacity Manual speed standards. The purpose of the proposed project is to address resident's concern of near-accidents at this location and also because motorists traveling from southbound Spring Street onto Sierra Highway have difficulty merging into traffic on Sierra Highway due to limited sight distance at the intersection. The proposed changes will have a negligible impact on the visual character or quality of the site and its surrounding. Therefore, impacts to the visual character would be considered less than significant.

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

No impact. The project would not include additional lighting systems or structures that could result in glare. Therefore, the project will have no impact on day or nighttime views in the area.

II. **AGRICULTURE 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. 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 nonagricultural use?***

No impact. The project is located in a mix of residential and agriculture properties. However, the project will have no impact on the conversion of farmland to nonagricultural use.

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

No impact. The project will not impact any existing zoning for agricultural use or Williamson Act contract.

c) ***Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?***

No impact. There is no designated farmland in the area. The project does not involve changes in the existing environment that could result in the conversion of farmland to nonagricultural use. Therefore, no impacts would occur.

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?***

No impact. Public Works currently complies with dust control measures enforced by the South Coast Air Quality Management District. The project will not conflict with current implementation of the applicable air quality plan.

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

Less than significant impact. Construction-related emissions and dust would be emitted during project construction. However, the effect would be temporary and would not significantly alter the ambient air quality of the area. Construction activities are anticipated to occur from 7 a.m. to 5 p.m., Monday through Friday. The project specifications would require the contractor to control dust by appropriate means such as sweeping and/or watering and comply with applicable air pollution regulations. The impacts would be temporary and considered less than significant.

c) ***Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?***

Less than significant impact. The short-term project impacts associated with the construction of the proposed project would not result in a cumulatively considerable net increase in any criteria pollutants. Long-term air quality impacts would be less than significant because the project improvements are not anticipated to contribute to a considerable net increase in air pollutant emissions.

d) ***Expose sensitive receptors to substantial pollutant concentrations?***

Less than significant impact. The project may create small amounts of dust during construction and pollution from diesel trucks. However, the effect would be temporary and would not significantly alter the ambient air quality of the area. Construction activities would be restricted to the construction times allowed by Public Works. The project specifications would require the contractor to control dust by appropriate pollution regulations. The proposed project improvements would not generate any new trips and no substantial change in pollutant concentrations are not anticipated. Therefore, the exposure of sensitive receptors to substantial pollutant concentrations would be less than significant.

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

Less than significant impact. Objectionable odors may be generated from exhaust fumes of diesel trucks and construction equipment during construction activities. This will be temporary. Thus, the impact of creating objectionable odor is considered less than significant.

IV. <u>BIOLOGICAL RESOURCES–Would the project</u>:

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?***

No impact. The proposed project does not support any riparian habitat or other sensitive or special status species; therefore, no impacts are expected to occur as identified by the California Department of Fish and Game or the U.S. Fish and Wildlife Service.

b) ***Have a substantial adverse effect on any riparian habitat or other***

sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No impact. No riparian habitat or other sensitive natural communities are present in the vicinity of the roadway; therefore, no impacts are expected to occur.

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?***

No impact. There are no wetlands, marshes, or vernal pools in the project area surrounding the project. The project will have no impact on Federally-protected wetlands.

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

No impact. The proposed roadway improvements would not interfere with the movement of any fish or wildlife species, as there are no wildlife corridors or wildlife nursery sites in the vicinity of the roadway. There would be no impact.

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

No impact. The project will not conflict with any local policies or ordinances protecting biological resources.

f) ***Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan?***

No impact. No known adopted habitat conservation plan or natural community conservation plan exist within the project site. The project will have no impact on any of these plans.

V. <u>CULTURAL RESOURCES–Would the project</u>:

a-d) ***Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in Section 15064.5; directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature; or disturb any human remains, including those interred outside formal cemeteries?***

Less than significant impact. The project site lies within the existing road right-of-way. It has historically been disturbed and the proposed construction at the site would not be expected to destroy any paleontological resources or alter any unique geologic features not previously disturbed. However, if any cultural resources including human remains are discovered during construction, the contractor will cease all construction activities and contact a specialist to examine the project site as required by project specifications. Thus, the effect of the proposed project on these resources is not considered significant.

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.

No impact. There are no known active faults[1] underlying the project site, and we do not anticipate a fault rupture occurring at the project site.

ii) Strong seismic ground shaking?

No impact. The activities related to the project will not trigger strong seismic ground shaking. With the incorporation of all applicable design standards and codes, no impacts are expected to occur.

iii) Seismic-related ground failure, including liquefaction?

Less than significant impact. The project area is within a known area of liquefaction[2] but does not expose people or structures to potential substantial adverse effects due to any seismic-related ground failure. Thus, the proposed project will not have a significant effect on people or structures caused by seismic-related ground failure or liquefaction.

iv) Landslides?

No impact. According to the State of California Earthquake Seismic Hazard Zones for the Sleepy Valley Quadrangle, the roadway is not within an area classified as having a potential for instability.

[1] State of California Earthquake Fault Zones Sleepy Valley Quadrangle Revised Official Map Effective: January 1, 1979
[2] State of California Earthquake Seismic Hazard Zones Sleepy Valley Quadrangle Official Map Released: October 17, 2003

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

No impact. The project site is currently developed and lies within the existing road right-of-way. There would be no impact on soil erosion and loss of topsoil.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less than significant impact. Although the project area is located in an area of liquefaction, the contractor will compact the soil to the required specifications. The soil would not become unstable as a direct result of the project. Thus, the proposed project is expected to have a less than significant effect on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

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?

No impact. The soil at the project location is not considered expansive. Therefore, the proposed project would have no impact on creating substantial risks to life or property.

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?***

No impact. This project does not generate sanitary waste water.

VII. 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?

No impact. The project does not involve the routine transport, use, or disposal of hazardous materials.

b-c) 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 or emit hazardous emissions or handle hazardous materials, substances or wastes within one quarter mile of an existing or proposed school?

Less than significant impact. Combustible engine fluids from the construction equipment are potentially hazardous substances. Necessary precautions will be taken to prevent the spillage of any hazardous substances that may affect the public or the environment at the project site. It is unlikely

that an explosion, emission, or release of hazardous or acutely hazardous substances will occur as a result of the project. Project specifications would require the contractor to properly maintain all equipment during construction. In the event of any spills of fluids, the contractor is required to remediate according to all applicable laws regarding chemical cleanups, and the nearby school officials would be notified of the spill and any precautions to be taken. The project impact on the public or the environment is considered less than significant.

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?

No impact. The project site is not known to be a hazardous materials site. Therefore, the project is not expected to create significant hazard to the public or environment.

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

No impact. The project area is not within an airport land use plan or within two miles of a public use airport. The project would not result in a safety hazard for people residing or working in the project area.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No impact. The project is not located within the vicinity of a private airstrip. The project will have no impact relating to safety hazard for people residing or working in the project area.

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

Less than significant impact. The project site is located within the public road right of way and may interfere with the emergency response plan. However, this would only have a short-term effect because lane closures would be temporary during the construction period. The project specification will require at least one through traffic lane to remain open at all times during construction with notification to emergency service providers within the area of any street closures. The permanent closure of southbound traffic on Spring Street to Sierra Highway will have a less than significant impact to the emergency response plan or emergency evacuation plan. Access to Sierra Highway will still be available through the nearby Center Street. The project

impact on emergency service response plan would be considered less than significant.

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No impact. The project site is developed and in an urbanized area with no flammable brush wildlands located in the vicinity. The project is not expected to result in adverse impacts related to risks associated with wildland fires.

VIII. HYDROLOGY AND WATER QUALITY–Would the project:

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

No impact. The contractor will be required to implement Best Management Practices as required by the National Pollutant Discharge Elimination System permit issued to the County by the Regional Water Quality Control Board to minimize construction impacts on water quality. In complying, the project will have no impact on the water quality standards or waste discharge requirements.

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

No impact. The project would not involve the use of any water that would result in a net deficit in aquifer volume or a lowering of the local groundwater table level. The project will have no impact on groundwater supplies or groundwater recharge.

c-d) 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 offsite or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite?

No impact. The project will not cause any substantial changes in the drainage patterns of the project site and will not result in substantial erosion or siltation on- or off-site or increase the amount of surface runoff. Thus, there would be no impact to the amount of surface runoff or site flooding..

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?

No impact. The project would not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems. Project specifications would require the contractor to comply with the National Pollutant Discharge Elimination System. As a result, the project will have no impact on the capacity of the stormwater drainage systems and will not provide substantial additional sources of polluted runoff.

f) Otherwise substantially degrade water quality?

No impact. The contractor will adhere to applicable Best Management Practices to minimize any degradation to water quality during construction. Therefore, the project will not impact or degrade water quality.

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

No impact. Existing flood hazards are established by the Federal Emergency Management Agency. According to the Federal Emergency Management Agency's Flood Insurance Rate Map[3] Community-Panel No. 065043 0360 B, the proposed project site is located in Flood Hazard Zone "C". A Flood Hazard Zone "C" is defined by Federal Emergency Management Agency as an area of minimal flooding. However, implementation of the proposed project will not place housing within a 100-year flood hazard area.

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

No impact. As stated above, the proposed project is located in an area of 100-year flood. However, the project construction will not place any structures within a 100-year flood hazard area that impede or redirect flood flows.

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

No impact. The project will not expose people or structures to a significant risk of loss, injury, or death involving flooding.

j) Inundation by seiche, tsunami, or mudflow?

No impact. The project will not cause or be subject to inundation by seiche, tsunami, or mudflow.

[3] Community-Panel Number 065043 0360 B dated December 2, 1980

IX. LAND USE AND PLANNING–Would the project:

a) ***Physically divide an established community?***

No impact. The proposed project will not physically divide an established community.

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

No impact. Spring Street is zoned as a local highway by the County of Los Angeles standards. Zoning of the roadway would not change as a result of the project. The project does not conflict with any applicable land-use plan, policy, or regulation of agencies with jurisdiction over the project.

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

No impact. The proposed project is in a developed area and does not conflict with any habitat conservation plan or natural community conservation plan adopted by any agency or community.

X. 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?***

No impact. The construction of the project would not deplete any known mineral resources. Therefore, the proposed project will have no impact resulting in the loss of availability of a known mineral resource.

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?***

No impact. The proposed project site is not identified as a mineral resource recovery site in the local general plan, specific plan, or other land use plan. Thus, the project will have no impact on a locally important mineral resource recovery site.

XI. 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?***

Construction Noise: Less than significant impact. Noise levels within the proposed project site would increase during construction. However, the project impacts are temporary and will be subject to existing noise ordinances and standards set by U.S. Occupational Safety and Health Administration. The contractor will be required to comply with the construction hours specified in the County noise control ordinances. Overall, since the construction period will last for a short period, the project would not expose people to severe long-term noise levels. Thus, the impact to severe noise levels is considered less than significant.

Operation Noise: No Impact. The noise level generated by the proposed project improvements is not expected to generate new additional vehicular traffic. As such, operational impacts to residences are not expected to occur.

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

Less than significant impact. Construction of the project could cause minimal, temporary ground vibration during construction. However, the project specifications would require the contractor to comply with all noise laws and ordinances. Therefore, the project would be considered less than significant since construction would be for a short period and would not expose people to severe noise levels.

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

No impact. The proposed improvements would result in short-term increases in noise levels during the construction period but would not result in any change in existing noise levels once the construction is complete. Therefore, no substantial permanent increase in the ambient noise levels is expected to occur due to the project.

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

Less than significant impact. During the construction phase of the project, there will be a nominal increase in existing noise levels due to construction and transportation of material to and from the project site. Construction activities will be limited to normal County regulated hours. Due to the short-term nature of the project, the impact from ambient noise levels will be less than significant.

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

No impact. The project is not located within the vicinity of an airport land-use plan or airstrip. The project would not expose people residing or working in the area to excessive noise levels.

XII. POPULATION AND HOUSING–Would the project:

a) ***Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?***

No impact. Construction of the project is not expected to result in population growth for the area either directly or indirectly.

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

No Impact. The project will not result in the displacement of existing houses. Therefore, there is no impact to existing housing.

XIII. PUBLIC SERVICE

a) ***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services: Fire protection, police protection, schools, parks, other public facilities?***

No impact. The project will not affect public services. Physical changes resulting from the project would be confined to the project area and would not result in a need for new or altered governmental services in fire protection, police protection, school, maintenance of public facilities, or other governmental services.

XIV. RECREATION

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

No impact. The project would not increase the use of existing neighborhood or regional parks.

b) Does the project include recreational facilities or require the

construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No impact. The project does not include recreational facilities and will not require the construction or expansion of any recreational facilities.

XV. TRANSPORTATION/TRAFFIC–Would the project:

a) Cause an increase in traffic which 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)?

Construction Transportation/Traffic: Less than significant impact. The proposed project will require transportation of construction equipment and materials to the project site. This could minimally increase the existing traffic. However, the impact would be during construction of the project and is temporary.

Operation Transportation/Traffic: Less than significant impact. The proposed improvements would restrict vehicles traveling from southbound Spring Street onto Sierra Highway due to limited sight distance. .

In order to quantify traffic movement of vehicles exiting the Sleepy Valley community traveling southbound onto Sierra Highway, vehicle counts were taken over a 5-day period from October 5, 2006 to October 9, 2006 (Thursday to Monday) on Spring Street, Center Street, and Steele Avenue; the 3 primary access points to/from the Sleepy Valley Community north of Sierra Highway. The 5-day results are as follows: 476 vehicles per day average with 35 vehicles (7%) exiting from Spring Street; 198 vehicles (42%) exiting from Center Street; 243 vehicles (51%) exiting from Steele Avenue. The project would restrict the 35 vehicles (7%) exiting from Spring Street onto Sierra Highway. The restricted vehicles would have to travel up to 660-feet to Center Street and 1380-feet to Steele Street to egress onto Sierra Highway which has adequate sight distance. Thus, the impact of the project on substantial traffic increases is considered to be less than significant.

b) Exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways?

No impact. The minor increase in traffic in the project area due to construction vehicles is temporary and only during construction. Overall, the project will not directly or indirectly result in any change to the level of service standard established by the County Congestion Management Agency for designated roads or highways.

c) ***Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?***

No impact. The proposed project will have no impact on air traffic patterns that could result in any increases in safety risks.

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

No impact. The proposed project is expected to reduce the potential for accidents by restricting vehicles traveling from Spring Street onto Sierra Highway due to existing limited sight distance. Therefore, the project would not increase hazards due to a design feature or incompatible uses.

e) ***Result in inadequate emergency access?***

Less than significant. Emergency vehicle access to the area would be as existing. Egress by emergency vehicles impacted by the proposed project would have to travel up to 660-feet to Center Street to egress onto Sierra Highway. No changes in access to emergency facilities are expected to occur as a result of the proposed project. Through traffic will be maintained at all times. Therefore, impacts on emergency access are less than significant.

f) ***Result in inadequate parking capacity?***

No impact. The proposed project would not result in any increase in the need for parking, or any changes to existing parking. Therefore, no impacts to parking capacity are expected.

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

No impact. The project would not conflict with adopted policies, plans, or programs supporting alternative transportation.

XVI. UTILITIES AND SERVICE SYSTEMS–Would the project:

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

No impact. The project will not result in contamination or an increase in discharge of wastewater that might affect wastewater treatment. The project will have no impact on the wastewater treatment requirements of the Regional Water Quality Control Board.

b) ***Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction***

of which could cause significant environmental effects?

No impact. The project will not result in the construction of new water or wastewater treatment facilities. Thus, the project will not result in the expansion of existing water treatment facilities.

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

No impact. The proposed project construction would not generate any new stormwater drainage facilities or expansion of existing facilities. The existing drainage facility will accommodate the proposed construction.

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

No impact. The project will not result in a need for additional water supplies. Therefore, the project will have no impact on existing water supply entitlements and resources.

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

No impact. No increase in the number of wastewater discharge facilities will occur as a result of the project. The project will have no impact on wastewater treatment capacity.

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

Less than significant impact. With the exception of construction debris, the proposed project is not expected to generate any significant amount of solid waste. The debris would be recycled or transported to the nearest landfill site and properly disposed. Impacts related to landfill capacity would be less than significant.

g) ***Comply with Federal, State, and local statutes and regulations related to solid waste?***

No impact. The project would comply with all Federal, State, and local statutes and regulations related to solid waste.

XVII. 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?***

No impact. Based on findings in this environmental review, the project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause fish or wildlife population to drop below self-sustaining levels, threaten to eliminate plant or animal community, or eliminate important examples of the major periods of California history or prehistory. The project will have no impact on the quality of the environment.

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?)***

No impact. The project would not have impacts that are individually limited or cumulatively considerable.

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

No impact. The project would not have a direct or indirect detrimental environmental impact on human beings.

SDS:P:\pdpub\EP&A\EU\Projects\Sierra Hwy at Spring Street\Revised Neg Dec.rtf

SPRING ST AT SIERRA HWY

Letter

TO WHOM IT MAY CONCERN, I AM OPPOSED TO RESTRICTING SPRING ST. TO A ONE-WAY STREET. FROM A 2-WAY STREET.

RESTRICTING TRAFFIC ON SPRING ST. WILL INCREASE TRAFFIC + NOISE IN FRONT OF MY HOUSE ON CHAISCO ST AND CENTER ST.! I HAVE USED SPRING ST FOR OVER 20 YRS. AND THE SAME LINE OF SITE ISSUE ALSO APPLIES TO CENTER ST. EXITING TO SIERRA HWY! 1-1 1-2

I HAVE ALWAYS BEEN FOR THE ORIGINAL PROPOSAL TO CUT BACK THE SLOPE AND BUILD A RETAINING WALL. OR DO NOTHING!

THE OWNERS WHO LIVE ON THE CORNER OF SPRING + SIERRA HWY STARTED THE OPPOSITION TO YOUR PROJECT! THEY DO NOT SPEAK FOR THE MAJORITY OF PROPERTY OWNERS! ALSO THE WATER CO. BOARD DOES NOT SPEAK FOR EVERYONE! THEIR WELLS ARE NO WHERE NEAR THE PROJECT SITE. AND PROJECT WILL NOT AFFECT GROUND-WATER, OR WILDLIFE!

A RETAINING WALL WILL REFLECT SOUND AWAY FROM NEIGHBORHOOD! I HAVE ALWAYS UNDERSTOOD THAT WIDENING SIERRA HWY HAS BEEN PLANNED SINCE THE EARLY 60'S; ALSO PUBLIC SAFETY OUT-WEIGHS IRRATIONAL EMOTIONS EVEN AT TAX PAYERS EXPENCE! 1-3

I AM HANDICAPED AND DUE TO THE POLITICS OF THE SLEEPY VALLEY AREA, I WAS VERY UNCOMFORTABLE GOING TO A PUBLIC WORK MEETING WITH A HANDFULL / SMALL GROUP WITH "PERSONAL AGENDAS" AND OVER-POWERING INFLUENCE!

BECAUSE OF MY SAFETY CONCERNS I PREFER TO REMAIN ANNONOMOUS + QUIET!

SINCERLY

P.S. THE ORIGINAL PLANNED PROJECT WILL ENHANCE THE SLEEPY VALLEY AREA IF CORRECTED!!!

May 31, 2007 summary of resident's concerns received via voicemail message:

An anonymous, concerned resident of the Sleepy Valley area contacted Sarah Scott regarding concerns with the subject project. The resident is worried that the project scope will cause noise and traffic problems on Center Street, especially near his residence. His concern is, residents on Spring Street will now use Center Street to access Sierra Highway and this will result in a high volume of traffic on Center Street and an increase in noise near his residence. He is asking for the County to take another look at the proposal to build a retaining wall to mitigate noise problems. 2-1

There was concern that motorists will also have the same insufficient sight distance at the intersection of Center Street and Sierra Highway. 2-2

The last issue that was brought up involved a "big rig with a 5th wheel trailer" that could not maneuver around the Oak tree at Chrisco Avenue and Center Street and was forced to use Spring Street. A resident had friends visiting from out of town who brought a 5th wheel trailer and when they decided to leave weren't able to turn onto Center Street. A future incident like this is a reason why we should not close Spring Street and in the future this 5th wheel would have been stuck with no access to Sierra Highway. 2-3

ATTACHMENT B

COMMENTS AND RESPONSES TO COMMENTS

RECEIVED ON INITIAL STUDY AND NEGATIVE DECLARATION

Presented below are responses to comments received during circulation for the final Initial Study/Negative Declaration regarding the proposed Spring Street at Sierra Highway project. Responses are provided to all comments that raise environmental issues, as required by the State of California Environmental Quality Act (CEQA) Guidelines. A copy of the letter and a summary of voicemail comments (which basically reiterated what was in the letter) are included on the following pages.

Response to a letter received from a resident who would like to remain anonymous

1-1 The Department's Traffic and Lighting Division completed an analysis to determine the impact of restricting traffic on Spring Street. Traffic counts were taken at Spring Street and Sierra Highway to determine the volume of vehicles using the intersection. A subsequent analysis of the counts revealed that on average, Center Street will have an increase of motorists traveling onto Sierra Highway during the peak hours, 10am to 11am and 12pm to 1pm, of approximately 10 to 20 vehicles per hour; and from 5pm to 6pm, approximately 15 to 20 vehicles per hour. This is taking into consideration that motorists traveling from Spring Street onto Sierra Highway will now travel from Center Street onto Sierra Highway. Therefore, we do not expect traffic and noise to be significantly increased.

1-2 Department of Public Works field investigations show that there is an adequate amount of sight distance for motorists as they approach the intersection of Sierra Highway and Center Street and enough sight distance for motorists to negotiate turns onto Sierra Highway.

1-3 Construction of a retaining wall may deflect sound from the neighborhood but to determine to what extent, a noise study would be necessary. Therefore, as a result of reevaluating the project alternatives and community input it was determined that the revised project scope does not compromise public safety.

Response to comments received via voicemail message

2-1 See above 1-1 response

2-2 See above 1-2 response

2-3 This is not a common or every day occurrence and there were other routes that

are available to motorists. It is also the driver's responsibility to maneuver their vehicle upon the roadway. In the future postings will be in place to inform motorists of the one-way street.

A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES PROHIBITING VEHICULAR EXIT FROM SPRING STREET ONTO SIERRA HIGHWAY BY ESTABLISHING SPRING STREET AS A ONE-WAY STREET FROM SIERRA HIGHWAY TO CHRISCO AVENUE IN THE UNINCORPORATED COUNTY COMMUNITY OF SLEEPY VALLEY

WHEREAS, the County of Los Angeles Board of Supervisors is empowered, pursuant to Section 21101(f) of the California Vehicle Code; to prohibit exit from any street to through traffic a highway under its jurisdiction in the interest of public safety, and

WHEREAS, the County of Los Angeles Code Section 15.76.010 empowers the Board to designate a County highway as a One-Way highway, if the Board finds that the width of County highway, the amount of traffic thereon, and the availability of other highways is such that traffic on such highway should proceed in one direction only.

Spring Street, from Sierra Highway to Chrisco Avenue, is a north/south, 18-foot-wide, 410-foot-long rural local street. It is one of three local streets that serve the north side of Sierra Highway in the Sleepy Valley community.

NOW, THEREFORE, BE IT RESOLVED, that Spring Street shall be established as a one-way street beginning at Sierra Highway to Chrisco Avenue by construction of roadway improvements including islands, curbs, traffic barriers, signs, and markings as determined by the Director of Public Works.

The foregoing Resolution was on the _____day of _____, 2007, adopted by the Board of Supervisors of the County of Los Angeles.

SACHI A. HAMAI
Executive Officer of the
Board of Supervisors of the
County of Los Angeles

By_____
Deputy

APPROVED AS TO FORM:

RAYMOND G. FORTNER, JR.
County Counsel

By_____
Deputy