

***Draft
Initial Study/Negative Declaration***

***SOTO STREET BRIDGE
OVER
MISSION ROAD & HUNTINGTON DRIVE
(53C-0013)***



City Of Los Angeles



Environmental Management Group

April 16, 2004



CITY OF LOS ANGELES
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY
(Article I - City CEQA Guidelines)

Council District: 1 & 14

Date: April 2004

Lead City Agency: Department of Public Works, Bureau of Engineering
650 S. Spring Street, Suite 574
Los Angeles, CA 90014-1910

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Project Title: **SOTO STREET BRIDGE OVER MISSION ROAD AND
HUNTINGTON DRIVE SOUTH: BRIDGE NO. 53C-0013**

I. PROJECT DESCRIPTION

A. Location

The proposed project would be located at the intersection of Soto Street, Mission Road, and Huntington Drive in the Montecito Heights area of Northeast Los Angeles. Figure 1 shows the regional location, Figure 2 shows a project vicinity map (Thomas Guide Page 595, grid C-7), and Figure 3 depicts the existing bridge and street configuration.

B. Purpose

The purposes of the proposed project are three-fold: 1) to improve the efficiency of traffic movements along Mission Road, Huntington Drive, and Soto Street; 2) to eliminate a seismic hazard posed by the existing Soto Street Bridge, which is subject to collapse under current maximum credible event (MCE) estimates; and 3) to remove the bridge from the federal Eligible Bridge List (EBL) by correcting deficiencies that contribute to

categorization of this structure as functionally obsolete under the Federal Highway Administration’s Highway Bridge Replacement and Rehabilitation (HBRR) program.

According to the Caltrans Bridge Inspection Report, this bridge has an inspection rating of 63.6 and was determined to be functionally obsolete due to: inadequate vertical and horizontal clearances, insufficient curb-to-curb width to accommodate Average Daily Traffic (ADT) volumes, and substandard bridge railings.

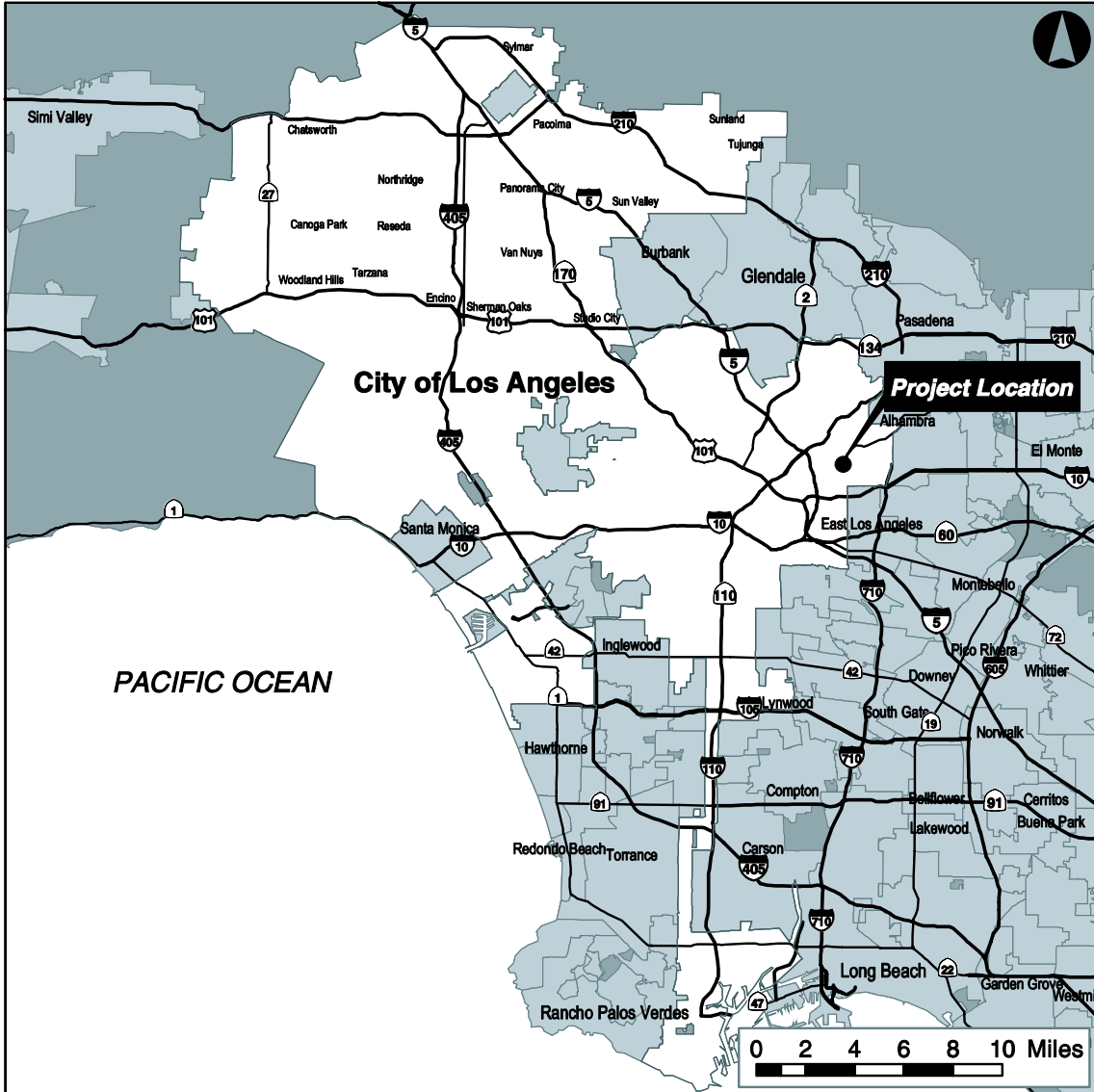
C. Description

The City of Los Angeles proposes removal of the Soto Street Bridge (currently extended between Supreme Court and Turquoise Street) and reconfiguration of the Soto Street/Mission Road and Huntington Drive South and Huntington Drive North intersections.

The proposed project would result in reconfiguration of Mission Road, Soto Street, Huntington Drive North and Huntington Drive South to provide major north–south through traffic movements between Mission Road and Huntington Drive North. A signalized intersection is proposed for Mission Road and Soto Street (at Supreme Court). The intersection at Huntington Drive North and Huntington Drive South would be realigned with Radium Drive. A new frontage road with two cul-de-sacs would be constructed and the resulting residual median area between Mission Road and Huntington North landscaped to improve the aesthetic appearance of the area. The project may include a public art piece, proposed for location in the landscaped area. Room for a bike lane along each side of Mission Road and Huntington Drive through the project limits would also be added. Future bike lanes, as called for in the city’s Bicycle Plan, are expected to be designed in accordance with Caltrans’ *Highway Design Manual*. Figure 4, which follows, is schematic drawing of the surface circulation system and realigned intersections after completion of the proposed project. Figure 5 illustrates a preliminary landscaping concept for the cul-de-sac median area.

The proposed project would require both full and partial acquisitions of some adjacent commercial parcels. Table 1 below describes the properties to be acquired.

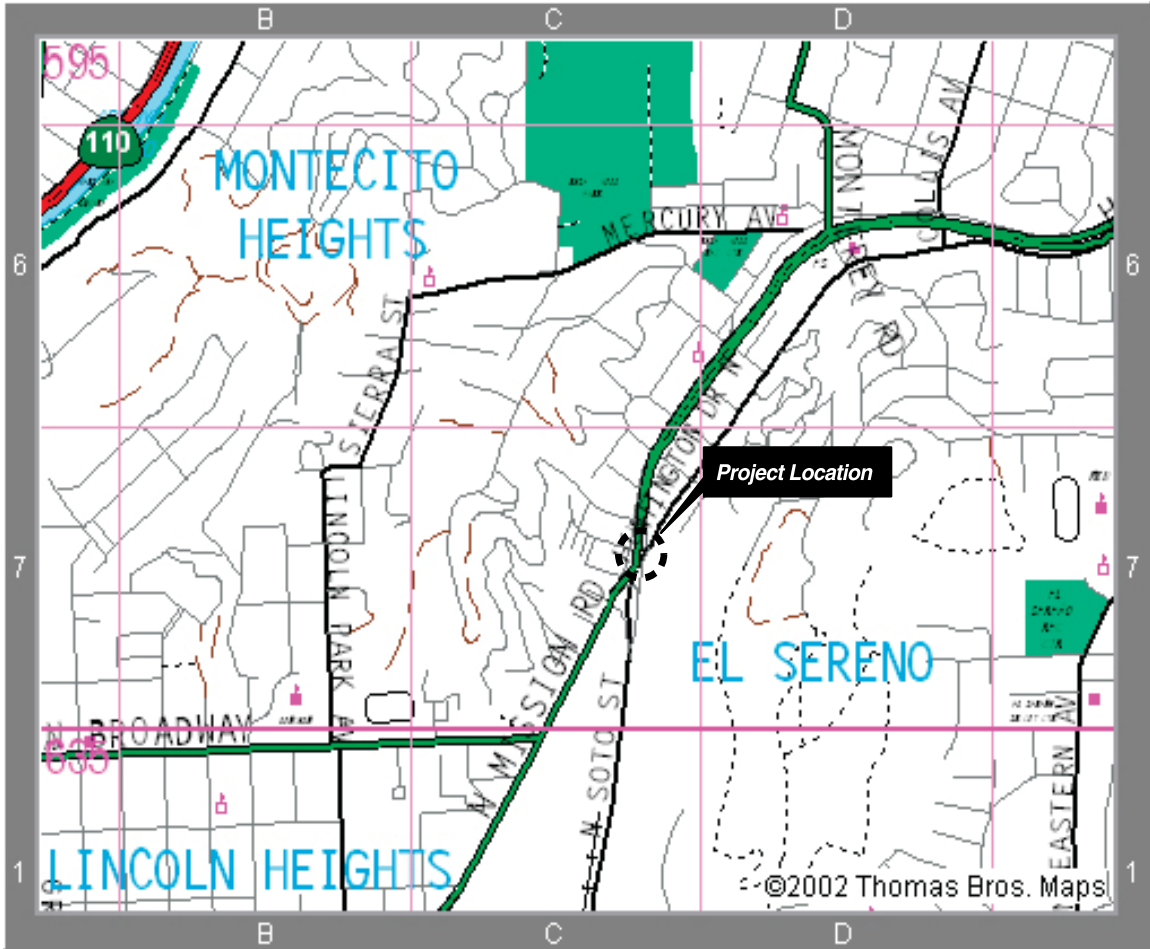
Table 1: Parcel Information			
Parcel Description	Parcel Number	Full/Partial Acquisition	Description
Vacant Building 2124 N. Mission Road	5211-019-001	Full	4,849 sq. ft.
Commercial / Industrial 4285 S. Huntington Drive	5209-030-006 & 5209-030-007	Partial (25% of property area)	2,278 sq. ft.: southern corner + 110 ft. of frontage on S. Huntington Drive; acquisition of portion of existing building (improvement required).
Vacant Remnant Between Mission Rd. & Soto St.	5211-019-002	Partial (87% of property area)	Two noncontiguous parcels (A & B) divided by existing Soto Street access road; total of 2,613 sq. ft.
Commercial / Industrial 4273 S. Huntington Drive	5209-030-008	Full	2,638 sq. ft.; building take required, displacement of one business occupant.
Commercial / Industrial 4112 N. Mission Road	5211-019-003	Partial (9% of property area)	864 sq. ft., 165 sq ft of existing building to be acquired (improvement required).



Sources: Environmental Systems Research Institute, 2001; Myra L. Frank & Associates, Inc., 2003.



Figure 1: Regional Location Map



Source: Thomas Guide Digital Edition 2003, Page 595 C7 ; Myra L. Frank & Associates, Inc. , 2003

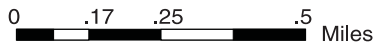
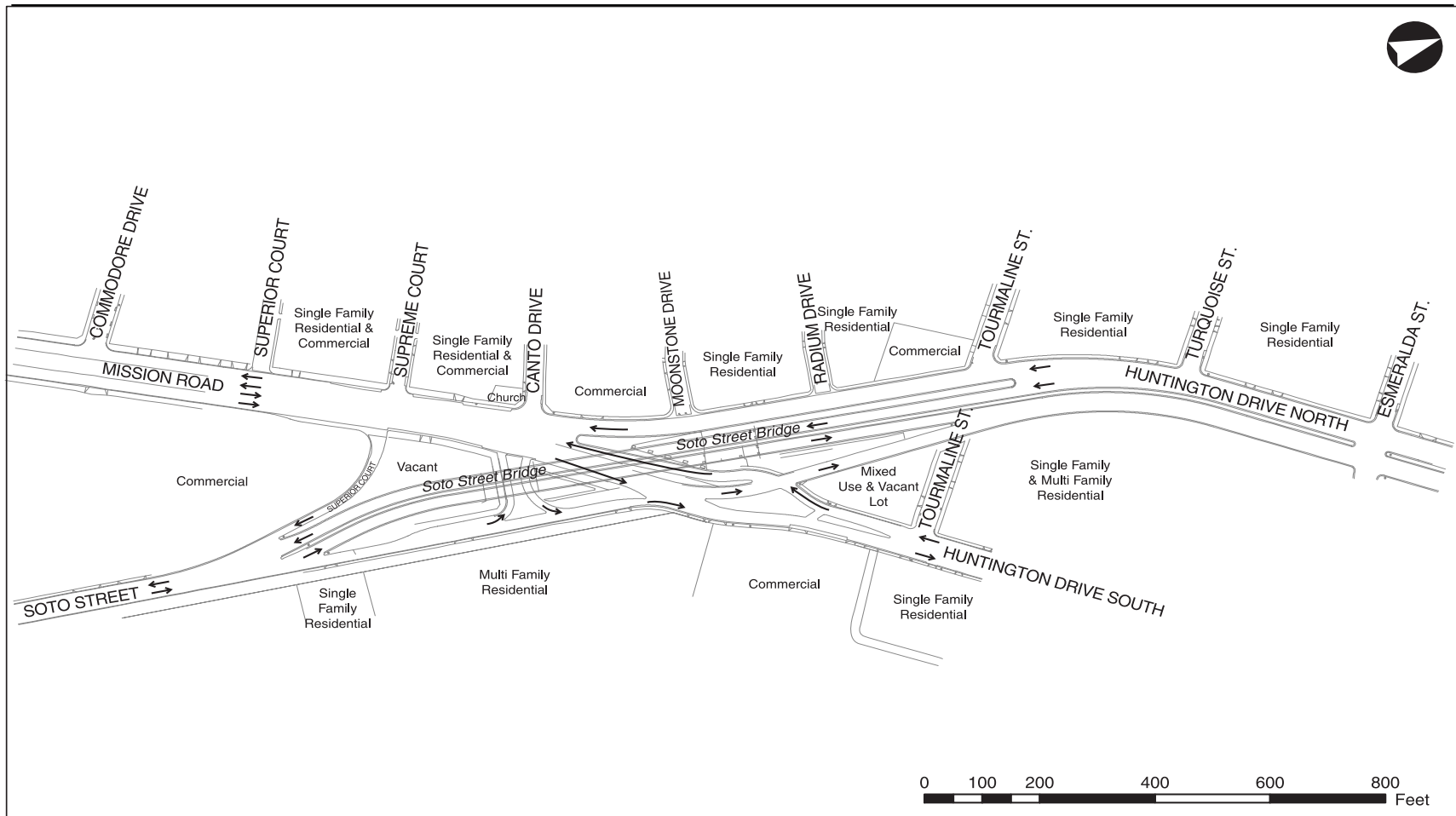


Figure 2: Project Location Map



Source: HDR Engineering, Inc., 2002. Myra L. Frank & Associates, Inc., 2003.

Figure 3: Existing Conditions

**Soto Street Bridge over Mission Road & Huntington Drive South
Initial Study**



Source: ACT Consulting Engineers, Inc., 2002; Myra L. Frank & Associates, Inc., 2003.

Soto Street Bridge over Mission Road and Huntington Drive South

Figure 4: Proposed Project

**Soto Street Bridge over Mission Road & Huntington Drive South
Initial Study**

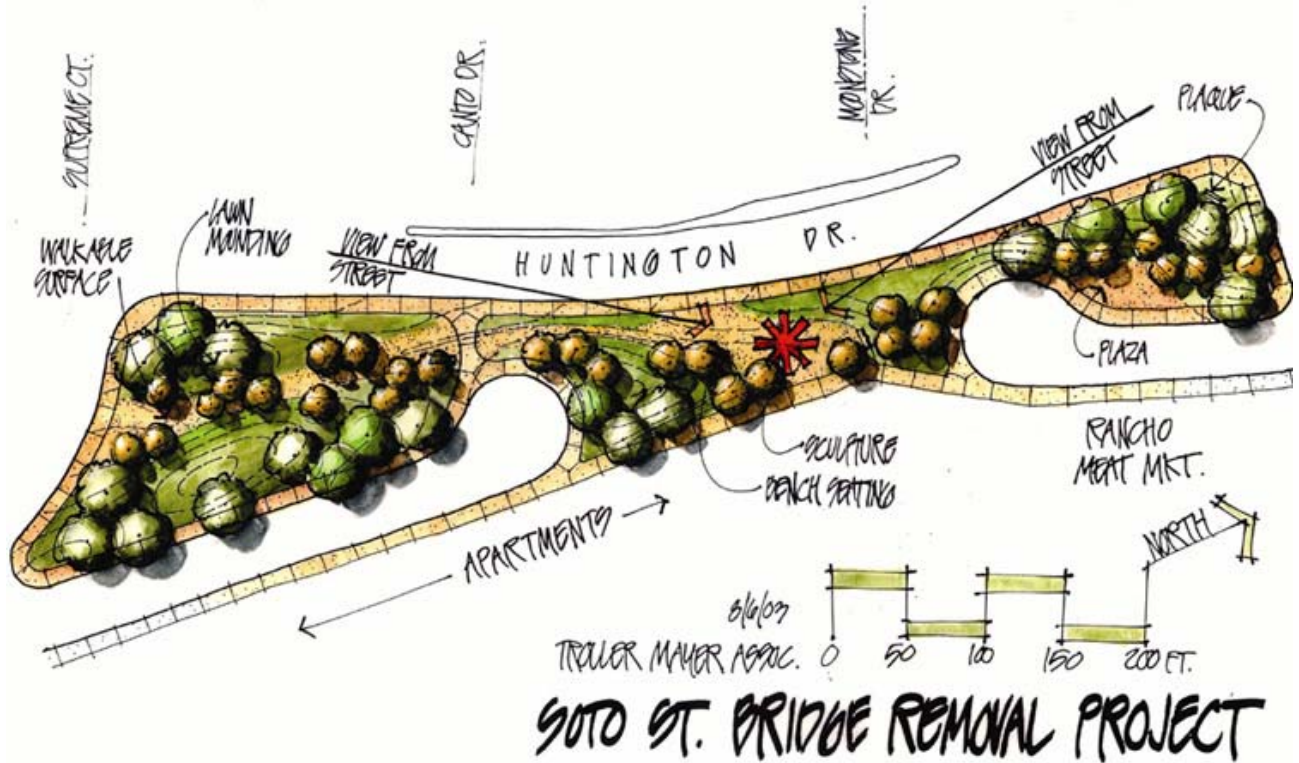


Figure 5: Preliminary Landscaping Plan

The proposed project's construction zone would extend along Mission Road from Superior Court to Canto Drive and along Huntington Drive North from approximately Tourmaline Street to Superior Court (see Figure 4). Construction of the project, which would entail excavation, grading, road paving, and miscellaneous finish work, would last approximately 1 year starting in 2005. Grading work would also be required between Mission Road at Supreme Court and Huntington Drive South at Turquoise Street after bridge and embankment removal. The respective utility companies would relocate any owned equipment and facilities that subject to impact by the proposed project, prior to construction. Temporary service outages could occur during relocation; however, should such outages were to occur, they would be of short-term (generally, less than two-hours).

Construction of the proposed project would be phased to minimize traffic impacts. Portions of the new intersection roadways and temporary connector roads would be constructed so that vehicles now traveling over the Soto Street Bridge could be diverted around the bridge while the bridge is being demolished. Demolition of the bridge would occur by first removing the steel span structures and then removal of the concrete portions. The area now occupied by the bridge would then be graded and new roadway facilities constructed. Construction and demolition activities would generally occur during daytime hours, however, some weekend and night construction activity could be necessary for safety reasons and to minimize traffic impacts caused by the required short-term roadway closures. Figure 4, previously displayed, illustrates the pertinent features of the proposed project. The darkened area, near the center of the schematic, represents a

new landscaped community space that would be created to separate the Soto Street and Huntington Drive South cul-de-sacs from Mission Road.

The City's Administrative Code requires that "...an amount equal to one percent (1%) of the total cost of all construction, improvement or remodeling work for each public works capital improvement project undertaken by the City shall be included in the project budget for expenditures in compliance with the City's Public Works Improvements Arts Program.¹ This surtax is placed within a Trust Fund that is administered by the Board of Cultural Affairs to pay for approved public art, which may be placed either in, on, or adjacent to a public facility as seen fit by the Board." The public landscape area, proposed for creation by the termination of Huntington Drive South and Soto Street (see Figure 4, previously displayed) has been identified by the Department of Cultural Affairs as a candidate site for the placement of a public art piece that would be paid for by the proposed project in compliance with the Administrative Code. A preliminary sculpture (see Figure 6) is under consideration by the Department of Cultural Affairs for placement within the landscaped area. It should be noted that Cultural Affairs would make the final selection, on the art to be placed, in consultation with the community.

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

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

II. EXISTING ENVIRONMENT

The Soto Street Bridge was constructed in 1936 as a grade separation for the Pasadena Short Line of the Pacific Railway System to enhance public safety. It was constructed as a joint venture between the State of California, the Pacific Railway Company and the City of Los Angeles as a public convenience and to eliminate a safety hazard posed by the at-grade crossing of the rail line at the Mission Road, Soto Street and Huntington Drive intersection. The dual railroad tracks were removed in the early 1960's, following

¹ Los Angeles Administrative Code, *Public Works Improvements Arts Program*; Div. 19, Ch. 6, Art 2.

cessation of Pacific Railway Red Car service and the Bridge was converted to vehicular use. Currently, the bridge carries vehicular traffic over the major intersection of Mission Road and Huntington Drive. Its configuration consists of two northbound lanes and a single southbound lane, which is joined by a two-lane on-ramp at the end of the bridge. Traffic flow beneath the bridge, from Huntington Drive South to Mission Road and from Mission Road to Soto Street (see Figure 3 – Existing Conditions) is constricted because of the limited roadway width between existing bridge piers.

The Bridge's main spans consist of steel girders and steel floor beams. The approach spans are cast-in-place concrete T-beams. The total length of the bridge is 491 feet (149.7 meters), out-to-out width is 52 feet (15.8 meters), curb-to-curb width is approximately 44 feet (13.4 meters), and the approach roadway width is 50 feet (15.2 meters). The bridge carries a total of 3 lanes of traffic (two northbound and one southbound). Figure 3, previously displayed, is a schematic drawing of the existing bridge and the project area. Photo 1, which follows, shows the existing bridge as viewed from the southwest.

General Setting

The project site is located between the El Sereno and Montecito Heights neighborhoods within the Northeast Community Planning Area. The City's Bicycle Plan designates Huntington Drive, Mission Road, and Soto Street in the project area as routes for Class II bike lanes. Area topography surrounding the proposed alignment is moderately sloping with somewhat steep hills rising to the east. Both Mission Road and Huntington Drive trend northeasterly through the study area. Commercial land uses and single-family residences are located both to the west and east of the proposed project's alignment. A church is situated on the southwestern corner of Canto Avenue and Mission Road and an undeveloped hillside, largely comprised of open space, is also located to the east.

Single and multiple family residences and Huntington Drive Elementary School are located to the north and northwest of the project. Photo 1, previously displayed, shows the existing bridge in relation to the apartment complex. Photo 2 shows the north end of the bridge with residences in the background. An apartment complex is located to the southeast of the bridge. Land uses to the south of the project area, between North Mission Road and North Soto Street, are primarily industrial with some public facility uses (see Photo 3). The six parcels to be acquired (both full and partial acquisitions needed) are either vacant, or developed with commercial and/or industrial buildings (one of which is abandoned). Photo 4 shows the building located at 4273 Huntington Drive South, which would be acquired. Table 1, previously displayed, provides additional information regarding the parcels and structures to be acquired.



Figure 6 – Candidate Art Exhibit

**Soto Street Bridge over Mission Road &
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Photo 1: Soto Street Bridge Looking South from Huntington Drive South



Photo 2: View from Soto Street Bridge Looking North



Photo 3: View from Soto Street Bridge Looking South



Photo 4: Building at 4273 Huntington Drive South Looking Northwest

There are no street trees located along Mission Road/Huntington Drive North in the project area. However, some recently planted street trees appear in front of the apartment complex to the east of the bridge. Six of these trees would need to be removed.

Street lights (cobra type fixtures) are located at regular intervals along Mission Road, Huntington Drive North, Huntington Drive South, and Soto Street, including the Soto Street Bridge (see Photo 1, previously displayed).

Cultural Resources

A Historic Property Survey Report (HPSR) was prepared for the proposed project in accordance with Section 106 of the National Historic Preservation Act of 1996, as amended. The Summary of Findings for that report states, in part: “No archeological resources were identified within the Area of Potential Effect (APE).”² Two architectural field surveys of all properties within the APE were also undertaken in accordance with standard Caltrans guidelines and procedures. Six (6) properties, including the bridge, were identified within the APE for further evaluation. Four (4) of these were determined to be pre-1957 structures and subsequently evaluated according to Caltrans guidelines. None of these were determined to be eligible for listing in the National Register of Historic Places (NRHP). The remaining two were evaluated in accordance with Caltrans Interim Policy for the Treatment of Buildings constructed in 1957 or later and neither was found to be eligible for listing in the NRHP.

Noise

Ambient noise levels in the project vicinity are dominated by transportation sources related to vehicular traffic traveling along Soto Street, Mission Road, Huntington Drive North and the Soto Street Bridge. A noise study was prepared for the proposed project and included six noise measurements. The study found that noise levels in the project area range from approximately 67 dBA to 74 dBA (Leq) and are primarily a result of traffic along Mission Road and Huntington Drive North. The three measurements along Mission Road/Huntington Drive North (near Canto Drive, Montrose Drive, and Esmeralda Street) returned the highest levels (72 to 74 dBA). The lowest levels were observed at the measurement sites to the east of the bridge where levels around 67 dBA were detected.³ The single-family residences fronting Huntington Drive South are not shielded from the roadway; however, the single-family and multi-family residences located on the east side of Huntington Drive North at Turquoise Street are partially shielded by an 8-foot retaining wall.

Circulation System

Mission Road, Huntington Drive North, and Soto Street in the project area primarily accommodate commuter traffic between the downtown Los Angeles area and areas to the

² Historic Property Survey Report for the Soto Street Bridge Over Mission Road and Huntington Drive Removal Project, December 2002.

³ Noise Study for the Proposed Soto Street Bridge over Mission Road and Huntington Drive South, January 2003.

north and east such as Pasadena and Alhambra. Approximately 1,400 vehicles travel through the area during the peak hours, of which 98 percent are cars. The remaining traffic consists of trucks, most of which are considered medium sized trucks. Large trucks comprise a very small fraction (less than one percent) of the traffic through the study area.

Mission Road, Huntington Drive North, and the existing bridge are the more heavily traveled roads in the project area. Peak-hour traffic is diurnal with the AM flow being predominantly from northeast to southwest and in the opposite directions in the afternoon and evenings. Southbound traffic traveling on Huntington Drive North generally continues on Mission Road, although a small percentage transitions to Soto Street via the existing bridge. Northbound traffic on Mission Road continues on Huntington Drive North and Huntington Drive South, with Huntington Drive North receiving the bulk of the traffic. Northbound traffic on Soto Street primarily transitions to Huntington Drive North via the Soto Street Bridge, although a small portion connects with Huntington Drive South. None of the streets in the project area currently have bike lanes.

Issues	Potentially Significant	Potentially Significant Unless Mitigation	Less Than Significant Impact	No Impact
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1. AESTHETICS—Would the project

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

Reference: Thresholds L1, L2

Comment: The proposed bridge removal project would be located along an existing roadway surrounded by residential, commercial, and industrial properties. There are no known designated scenic vistas in the vicinity of the project site

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

Reference: Thresholds L1, L2

Comment: The proposed project is not within the vicinity of a state scenic highway

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

Reference: Thresholds L1, L3

Comment: The proposed project would eliminate an existing view obstruction and open sight lines to the surrounding hills that are currently blocked. The proposed project would require removal of six recently planted trees, currently located on a Huntington parcel that is to be acquired; however, in accordance with City policy, and trees removed to enable a public project are to be replaced at the ratio of 2:1.

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

Reference: Thresholds L4, Site Visit

Comment: The proposed project is expected to result in a net reduction in the number of streetlights within the project area; primarily through removal of the elevated lights currently situated on the bridge, which have been a source of nuisance light and glare.

2. AGRICULTURE RESOURCES--Would the project

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide importance (Farmland) as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Reference: Thresholds A1, A2, 8

Comment: The areas surrounding the project site are zoned for residential, commercial, and industrial uses (RS, R1, RES, RD2, RD5, C1, M1). The project site is neither farmland nor designated for agricultural uses

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

Reference: 8

Comment: See response to a) above

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?

Reference: 8

Comment: See response to a) above

3. AIR QUALITY—Would the project

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

Reference: Thresholds E1, E2, E3, SCAQMD

Comment: The proposed project would be constructed and operated in the South Coast Air Basin, currently a non-attainment area for ozone, carbon monoxide, nitrogen dioxide, and fine particulate matter (PM10). The South Coast Air Quality Management District (SCAQMD) has adopted an Air Quality Management Plan (AQMP), which sets forth strategies for attaining all national air quality standards by certain deadline dates and for meeting state standards at the earliest feasible date. The AQMP also serves as the State Implementation Plan for bringing the air basin into attainment. The proposed project is listed in the Regional Transportation Improvement Program (RTIP), which is part of the AQMP, and is therefore in conformity with the State Implementation Plan. Consequently, the proposed project would not conflict with air quality plans.

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

Reference: Thresholds E1, E2, E3, 1

Comment: The proposed project is listed in the RTIP and would, therefore, not result in regional air quality violations. The proposed project is unlikely to cause any local violation because it would not cause an increase in vehicle miles traveled.

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)?

Reference: 11

Comment: See response to Item 3b

d) Expose sensitive receptors to substantial pollutant concentrations?

Reference: Thresholds E1, E2, E3; 1, 11, 13, and 14

Comment: The SCAQMD has established thresholds of significance for criteria pollutants for the operation and construction of projects. The thresholds are as follows

SCAQMD Significance Thresholds, (pounds per day)					
Type of Impact	CO	ROG	NOX	SOX	PM10
Operation	550	55	55	n/a	150
Construction	550	75	100	150	150

Air pollutant emissions from operation of the proposed project are not expected to exceed existing conditions because total traffic volume and vehicle miles traveled through the project area would not be changed. Therefore, the proposed project would not generate new operational emissions in excess of SCAQMD significance thresholds. Construction impacts include airborne dust and gaseous emissions from heavy equipment and trucks. Although the project would involve numerous construction stages, the worst-case phase would be when the demolition of the existing bridge occurs concurrently with grading activities, as these represent the most intensive construction activities. Emission impacts during this worst-case stage would largely originate from the breaking up of the concrete structures, exhaust from equipment and trucks, and grading of unpaved areas.

An analysis of criteria pollutants that would be generated during demolition of the existing bridge and concurrent grading was conducted. Demolition of the bridge is expected to take approximately 3 weeks within a 3-month window. During this time, two excavators (with hammer attachments), haul trucks (approximately 17 trips per day at 20 cubic yard capacity), and eight workers are assumed. For grading, two loaders (one front-end loader and one backhoe loader), a haul truck (1 trip per day at a 20 cubic yard capacity), and five workers are assumed. Construction is assumed to occur over an 8-hour day, primarily Monday through Saturday. Workers are assumed to travel 20 miles to and from the worksite. Emissions for this construction scenario are shown in the following table, along with the SCQAMD Thresholds of Significance for construction.

WORST-CASE CONSTRUCTION EMISSIONS (pounds per day)					
	CO	ROG	NOX	SOX	PM10
Demolition: Onsite ¹	14.8	2.7	30.6	2.7	17.7
Demolition: Offsite ²	11.2	1.8	11.8	NA	55.9
Grading: Onsite	3.2	0.6	6.7	0.6	38.9
Grading: Offsite	3.1	0.5	3.4	NA	6.2
TOTAL EMISSIONS	32.3	5.7	52.5	3.3	119.0
SCAQMD Significance Thresholds for Construction	550	75	100	150	150
Significant?	No	No	No	No	No
Source: Myra L. Frank & Associates, Inc. May 2003					
1. Onsite emissions are generated on the actual project site by equipment and construction activity.					
2. Offsite emissions are generated outside of the project boundaries by haul trucks and worker travel.					

The SCAQMD significance threshold for the criteria pollutants would not be exceeded and therefore significant impacts are not expected. Required compliance with SCAQMD Rule 403 would reduce fugitive dust during the construction period.

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

Reference: Thresholds E2

Comment: The proposed project's potential for the release of objectionable odor is limited to the emission of diesel fumes from heavy construction equipment (which is such a common sensory experience within the urban setting that it passes without notice) and the highly unlikely but potential breach of a sewer main as part of the street reconfiguration activities associated with the proposed project. If such an event were to occur, the Contractor would immediately act to prevent the release of odor as part of the City's Standard Construction Practices.

BIOLOGICAL RESOURCES--Would the project:

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

Reference: Thresholds G, 10

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Comment: Based on a review of the California Department of Fish and Game's Natural Diversity Database (CNDDDB), there are no listed species identified within ½ mile of the existing interchange. The potential for Parish's Gooseberry is noted in an area to the north, just beyond the ½ mile distance.

- 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

Reference: Thresholds G, 10

Comment: There are no riparian habitats or sensitive natural communities either within or immediately adjacent to the project area.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Reference: Thresholds G, 10

Comment: There are no drainages or vegetation supportive of wetlands in the immediate project vicinity

- 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?

Reference: Thresholds G, 8

Comment: There are no bodies of water, migratory corridors, or habitats that support native resident or migratory wildlife species subject to impact by the proposed project.

- e) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or state habitat conservation plan?

Reference: Thresholds M-3-1, 4

Comment: The project area is not designated within any adopted or approved Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.

5. CULTURAL RESOURCES—Would the project:

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

Reference: Thresholds M-3-1, 4

Comment: None of the properties (including the Soto Street Bridge) identified within or adjacent to the project area appear eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historic Places, or are designated local landmarks. Hence, the proposed project would not cause a substantial adverse change in the significance of a defined historical resource.

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

Reference: Thresholds M 2-1, 4

Comment: No prehistoric or historical archaeological resources were noted during the archaeological survey or as a result of archival research and contact with interested parties. The proposed project site is comprised of previously disturbed areas long in use as public right-of-ways or developed private parcels. Construction of the proposed project would not affect undisturbed areas. Construction is not expected to encounter archaeological resources. If, however, archaeological resources were encountered during construction, they would be handled in accordance with the Standard Specifications and significant impacts are not expected.

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

Reference: Thresholds M-1, 2, 3

Comment: A database search at the Vertebrate Paleontology section of the Natural History Museum of Los Angeles County was conducted as part of the Northeast Interceptor Sewer EIR, which included a proximate alignment to the west of the Project area. That search identified a paleontologic site in the Lincoln Heights area (just to the west of the project site) that yielded remains of *Mixocetus elysius*, a cetotheriid mysticete whale that is one of the best preserved cetothere skulls known to science (Kellogg 1934). Although paleontological resources have been discovered to the west, the project site is comprised of previously disturbed areas; consequently, excavation and grading is not expected to encounter such resources. If, however, paleontologic resources are encountered during construction, they would be handled in accordance with Standard Specifications and significant impacts are not expected.

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

Reference: Thresholds M-2, 4

Comment: No formal cemeteries or other places of human interment are known to exist within the proposed project area. If human remains were exposed during construction, the Los Angeles County Coroner would be contacted in accordance with Section 7050.5 of the State Health and Safety Code. State Health and Safety Code 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98. The project would be confined to a strip of land previously used for street right of way. Excavation below previously disturbed levels would not be required and encounters with buried human remains are not likely.

6. GEOLOGY AND SOILS—Would the project

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
Reference: Thresholds: C-1, 17
Comment: The Raymond Fault is located approximately 3.2 miles north of the project site. According to the Los Angeles quadrangle fault zone map prepared by the California Geological Survey (formerly the Division of Mines and Geology), the proposed project site does not lie within a designated Alquist Priolo Zone, though there is an Alquist Priolo Zone roughly 2.5 miles to the north. Significant impacts to the proposed project related to fault rupture are, therefore, not anticipated.
- ii) Strong seismic ground shaking?
Reference: Thresholds C-1
Comment: Southern California is a seismically active region that includes numerous faults of various type and Richter Scale magnitude potential. It is likely the proposed project would be subject to ground shaking from a seismic event over the course of its useful life. The new roadway alignment and intersections would remove the existing Soto Street Bridge and bring all lanes of traffic to grade, and would improve the overall safety of the roadway, especially in the case of a seismic event.
- iii) Seismic-related ground failure, including liquefaction
Reference: Thresholds: C-1
Comment: Liquefaction is caused by the vibration of loose fine sand or silt that is saturated with water. The most likely soil materials to liquefy are shallow, loose, water-saturated, well-sorted silts and sands with little or no clay-sized particles.
The official map of Seismic Hazard Zones released by the California Geological Survey (CGS, formerly the California Department of Conservation, Division of Mines and Geology) for the Los Angeles Quadrangle (released 3/25/1999) indicates that the project site lies within an area having historic occurrences of liquefaction. The liquefaction area has been confirmed on the Navigate LA website. The CGS states that these zones have the potential for permanent ground displacement. However, since the existing Soto Street Bridge would be replaced with an at-grade roadway, groundshaking or liquefaction is not expected to affect the proposed project.
- iv) Landslides?
Reference: Thresholds C-1
Comment: Comment: The project site lies near two natural upland slopes. According to the CGS Hazard Map for the Los

Angeles quadrangle, the proposed project site lies approximately 800 feet from landslide-susceptible spots in the hillsides to the east and west, where previous occurrences of landslide movement, or local topographic geological, geotechnical, and subsurface water conditions indicate a potential for permanent ground displacements. The project itself would be located on relatively flat terrain. Neither the project nor its construction is expected to disturb hillsides or affect slope stability, and therefore, impacts due to landslides are not expected.

- b) Result in substantial soil erosion or the loss of topsoil?
 Reference: Thresholds C-2
 Comment: The proposed project would involve excavation, grading and compaction of soil, as well as landscaping and paving. During construction, Best Management Practices would be employed to minimize soil erosion and runoff. Consequently, the potential for substantial soil erosion or the loss of topsoil is considered minimal.
- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?
 Reference: Thresholds C-1, C-2
 Comment: See Checklist Item 6. a) iii) above.
- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?
 Reference: Thresholds
 Comment: Soils are considered expansive if they significantly expand upon wetting and shrink upon drying. The expansive quality of soils is almost always caused by high clay or clay-sized particles. Because the proposed project is located in a liquefaction area, the soil is expected to contain only minimal levels of clay; therefore, the soils underlying the project site is not likely to be expansive. The proposed project does not involve any aboveground structures subject to failure from expansive soil conditions, with the exception of the proposed road surface. Proper design would keep potential impacts to below a level of significance.
- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?
 Reference: Thresholds
 Comment: Not applicable.

7. HAZARDS AND HAZARDOUS MATERIALS—Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
 Reference: Thresholds H-1
 Comment: The proposed project would not change the street designations or result in facility changes that could induce

transporters of hazardous materials to utilize the project roadways as haul routes.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Reference: Thresholds H-1, H-2

Comment: A site reconnaissance and a search of various hazardous waste/material databases were conducted in July-August 2002 by Camp Dresser & McKee Inc. to determine the potential for the project site to be contaminated. One facility, Selvian Automotive is located 66 feet southwest of the site and has an open LA-RWQCB Leaking Underground Storage Tank file. However, the facility is located down gradient from the project site with respect to inferred groundwater flow, and the potential for a release of contaminated substances is considered minimal. In addition, the proposed project would not affect groundwater. Although there are several facilities in the nearby area that could have hazardous materials present, the search did not identify contamination within the project site, and therefore, the proposed project is not expected to create a significant hazard to the public.

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

Reference: Thresholds H-2

Comment: The proposed project would be located within 0.25 miles of a school (Huntington Drive Elementary School, approximately 400 feet to the north), but would not handle or result in the release of acutely hazardous materials.

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

Reference: Thresholds H-1, 6

Comment: A search of various hazardous waste/material databases was conducted in order to identify contamination on or near the project site that could be released during construction of the proposed project. The project site itself was not listed on any of the standard databases. One facility, Selvian Automotive is located 66 feet southwest of the site and has an open LA-RWQCB Leaking Underground Storage Tank file. However, the facility is located down gradient from the project site with respect to inferred groundwater flow, and the potential for a release of contaminated substances, as a function of the project's construction or operation, is considered minimal.

- 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?

Reference: Thresholds

Comment: Not Applicable

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

Reference: Thresholds

Comment: Not Applicable

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

Reference: Thresholds H-1

Comment: Although construction would occur primarily on site and access to adjacent properties would not be impaired, short term temporary lane closures during construction (i.e. for utility/service connections and new curb cuts) could increase congestion in the immediate area, which could have a temporary adverse effect on emergency vehicle response time. As a standard practice to ensure minimal disruption to emergency services, the construction contractor, prior to construction, would be required to coordinate street construction with City of Los Angeles Fire Department and Police Department personnel regarding potential lane closures, detours, and possible impacts on emergency vehicle access. The commanders of the fire and police stations are notified of construction areas and lane closures so that appropriate alternative response routes can be planned and identified prior to potential emergencies. For the most part, access would be maintained by keeping at least one lane open in each direction of travel. Any changes in access would be short term, temporary, and coordinated with Fire and Police personnel. Because of the notification and coordination requirement, significant impacts to emergency response are not anticipated.

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

Reference: Thresholds J-2

Comment: The immediate project area is urbanized and largely devoid of natural vegetation. Although an undeveloped hillside is located to the east of the project site, the proposed project would not utilize or affect this area. Consequently, the proposed project is not expected to result in a significant increase in fire hazard.

8. HYDROLOGY AND WATER QUALITY--Would the project:

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

Reference: Thresholds D-2

Comment: The proposed project would not generate wastewater flows and; therefore, has no potential to violate water quality standards or waste discharge requirements.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <p>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)?</p> <p>Reference: Thresholds D-2</p> <p>Comment: The proposed project would not substantially add impervious surface area in the project site. Consequently, the proposed project would not affect groundwater recharge or levels.</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>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?</p> <p>Reference: Thresholds D-2</p> <p>Comment: The project would replace the existing Soto Street Bridge with new intersections and local access roads. The existing surface drainage system would be altered to accommodate the new street configuration; however, because the amount of impervious surface area is not expected to substantially change, existing drainage and storm drain capacity would not be significantly affected.</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>d) Substantially alter the existing drainage pattern of the site or area, including 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?</p> <p>Reference: Thresholds D-2</p> <p>Comment: See Checklist Item 8. C).</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>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?</p> <p>Reference: Thresholds D-1</p> <p>Comment: See Checklist Item 8.c) above</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>f) Otherwise substantially degrade water quality?</p> <p>Reference: Thresholds D-2</p> <p>Comment: See Checklist Item 8 above</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>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?</p> <p>Reference: Thresholds D-1</p> <p>Comment: The proposed project does not involve creation or relocation of housing and would not otherwise affect existing flood hazard areas</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?</p> <p>Reference: Thresholds D-1</p> <p>Comment: See Checklist item 8 g) above</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>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?</p> <p>Reference: Thresholds D-1</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Comment: See Checklist Item 8g) above

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

Reference: Thresholds D-1

Comment: Because no lakes or large bodies of water are located in the vicinity of the project site, no flooding from such water bodies is expected. The project site is approximately 17 miles northeast of the nearest coastline, making the likelihood for the project site to be in the potential path of a tsunami minimal. No known mudflow sources are located in the vicinity of the project site.

9. LAND USE AND PLANNING—Would the project:

- a) Physically divide an established community?

Reference: Thresholds A-2

Comment: The proposed project would remove the existing Soto Street Bridge, which currently forms a visual and pedestrian barrier in the community. Removal of the bridge and the street reconfigurations (new at-grade intersections) would enhance community cohesiveness, and access to businesses and residences on both sides of Soto Street/ Huntington Drive. The existing relationships of designated land uses in the area would not be changed.

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

Reference: Thresholds A-2

Comment: Based on a review of the Northeast Los Angeles Community Plan, it was determined that the proposed project would not conflict with any land use or infrastructure goals, policies, and programs outlined in within the community plan. The Transportation Element of General Plan contains a Bicycle Plan that was adopted in 1996 by the City Council. The purpose of this Bicycle Plan is to provide a guide to the development of a citywide bicycle transportation system. Route locations shown on the Bicycle Plan Bikeways Maps are specific as to designated public streets and rights-of-way. Within the project area, Huntington Drive, Mission Road, and Soto Street are designated for Class II bike lanes, but do not currently have such lanes. Because the proposed project would include space for future bike lanes on Mission Road and Huntington Drive within the project limits, it would be consistent with the Bicycle Plan

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

Reference: Thresholds G-8

Comment: The proposed project would not conflict with any known habitat or natural community conservation or preservation plan.

10. MINERAL RESOURCES—Would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
Reference: Thresholds 8, 17
Comment: The proposed project site does not contain mineral resources that would be of value to the residents of the State.
- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?
Reference: Thresholds C-4-1, 8
Comment: The proposed project would not be located within or adjacent to a mineral resource recovery site delineated by either the City's General Plan or Specific Community Plan.

11. NOISE—Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
Reference: Thresholds I.1-1, I.2-1
Comment: Construction noise is regulated by the City of Los Angeles. Section 41.40 of the Los Angeles Municipal Code (LAMC) requires that no construction or repair work shall be performed on weekdays between the hours of 9:00 p.m. and 7:00 a.m. the following day because such activities would generate noise that could disrupt persons sleeping in nearby residences or hotels. In addition, work is restricted to the hours of 8:00 a.m. to 6:00 p.m. on Saturdays and national holidays. No work can occur on Sundays. Section 112.05 of the LAMC specifies that powered equipment or tools that generate noise levels exceeding 75 dBA at 50 feet from construction be prohibited unless compliance is technically infeasible.

Construction Impacts

Construction of the proposed project would require the use of noise-generating diesel-powered heavy equipment, such as haul trucks, cement trucks, and bulldozers. Most earth moving equipment (i.e., compactors, loaders, backhoes, rollers, pavers, and trucks) produce noise levels of 75 to 89 dBA (decibels) at 50 feet when equipped with proper muffler systems. Because these noise levels are based on equipment with proper muffler systems, lower noise levels are not yet technically achievable. Material handling

⁴ Irwin and Graf: *Industrial Noise and Vibration Control*; Prentice Hall Inc., 1979.

equipment (i.e., concrete mixers, concrete pumps, and cranes) produce noise levels ranging from 83 to 89 dBA at 50 feet. Stationary equipment (i.e., pumps, generators, and compressors) produces noise levels ranging from 70 to 85 dBA at 50 feet. Noise levels decrease by approximately 6 dBA for every doubling of distance. Average noise levels are generally less than the equipment levels indicated above because the equipment is operated intermittently and not always under load conditions.

Construction activities, unless permitted pursuant to provisions of the Noise Ordinance, as described by the following, would occur during the hours specified in the City's Noise Ordinance. Limited situations may require short-term construction at night and over weekends (including Sundays) to avoid safety impacts to motorists and the need to close the street to through traffic during daytime hours. The Noise Ordinance prohibits construction that occurs after 9:00 PM on weekdays or after 6:00 PM on Saturdays in residential areas. Night construction would occur within the hours specified by the Noise Ordinance.

Regarding the potential for construction noise to affect learning in classrooms at the Huntington Drive Elementary School, the north end of the construction zone (closest to the school) would be just north of Turquoise Street (approximately 400 feet from the school) and the majority of project construction and demolition would occur at the existing bridge structure, as well as in and around the location of the new intersections. The majority of haul trucks would be expected to travel to the project site from the south and from the project site in a southerly direction (along Mission Road or Soto Street), as freeway access is to the south of the project site. Consequently, heavy truck traffic along Huntington Drive fronting the elementary school is expected to be minimal.

The elementary school and project site are situated such that the majority of construction noise would be shielded by nearby structures or attenuated with distance. In addition, construction noise would be further attenuated by classroom walls (1/8 inch glass generally attenuates noise by 23 dB and standard 2x4 walls with drywall on each side attenuates noise by 22-40 dB).⁴ Consequently, construction noise is not expected to disrupt the learning process at the Huntington Drive Elementary School.

Operational Impacts

The threshold of significance for operational impact is whether the project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL (to or within the "normally unacceptable" or "clearly unacceptable" category), or any 5 dBA or greater noise increase. Field measurements taken at six sensitive receptor sites along Mission Road, Soto Street, and Huntington Drive North showed that existing ambient noise levels range from 72 dBA to 73 dBA along the west side of

Mission Road, and 67 dBA east of Huntington Drive. A noise study was prepared for the proposed project, and determined that the bridge removal and lane reconfiguration would result in a 1 to 5 dBA decrease in noise levels when the project is placed in service. Because the proposed project would result in lower operational traffic noise levels than currently exists at sensitive receptor sites, operational noise impacts would not occur; rather a net benefit would result.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
- Reference: Thresholds I.1-1, I.2-1
 Comment: Demolition of the bridge and subsequent construction of the new roadway would not involve the use of explosives, pile driving, or other intensive construction techniques that could generate substantial amounts of ground vibration or noise. Although some vibrations may occur from construction activities, the levels are not expected to be excessive, as construction methods would be typical construction activities that occur in urbanized areas.
- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- Reference: Thresholds I.2
 Comment: See response to Checklist Item 11. a) above. In addition, the proposed project would not affect the amount of existing or future traffic that travels through the area; consequently, permanent increases in ambient noise due to traffic would not be substantially affected.
- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- Reference: Thresholds I.1, I.2
 Comment: See discussion under Checklist Item 11. a) above.
- 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?
- Reference: Thresholds N/A
 Comment: The proposed project is not located within 2 miles of a private airstrip
- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?
- Reference: Thresholds I.4-118
 Comment: The proposed project is not located within 2 miles of a private airstrip.

12. POPULATION AND HOUSING—Would the project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- Reference: Thresholds B.1-1, 17
 Comment: The proposed project would remove the existing Soto Street Bridge and improve the roadway configuration of North Mission Road/Huntington Drive South and Soto Street/Huntington Drive North, and by so doing would improve access to residences, commercial businesses and industrial properties. It is not expected that substantial new housing or business developments would result, as the surrounding land is already developed and urbanized, and any future development would be subject to the General Plan.
- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- Reference: Thresholds B.2-1, 12
 Comment: The project would not require the acquisition or displacement of existing housing. Five parcels (commercially or industrially zoned) would be acquired to accommodate the proposed alignment. These properties are non-residential, thus, no relocation impacts to residents are expected.
- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?
- Reference: Thresholds B.2-1, 12
 Comment: Although the project would require the full acquisition of two commercial properties located at 2124 North Mission Road and 4273 South Huntington Drive, as well as the partial acquisition of three commercial/ industrial properties located at 4285 South Huntington Drive, the intersection of Supreme Court and Mission Road, and 4112 North Mission Road (see Table 1 in the Project Description for a description of the parcels), no residences would be displaced as a result of the proposed project. Therefore, the construction of off-site replacement housing would not be required.

13. PUBLIC SERVICES

- a) 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:
- i) Fire protection
- Reference: Thresholds J.2-1

Comment: The proposed project would not result in the need for new or physically altered fire stations. The new roadway configuration would enhance access, in the long term, to surrounding properties and might be beneficial to emergency response times.

ii) Police protection

Reference: Thresholds J.1-1

Comment: The proposed project would not result in the need for new or physically altered police protection services. See Checklist Item 13.a) above regarding improved response times.

iii) Schools?

Reference: Thresholds J.3-1

Comment: The proposed project is not expected to result in increased growth beyond what is currently projected and therefore would not result in the need for new or physically altered schools.

iv) Parks?

Reference: Thresholds J

Comment: The proposed project would not result in the need for new or altered public facilities

14. 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?

Reference: Thresholds J.4-1

Comment: The proposed project would improve pedestrian and bicycle travel through the establishment of signalized intersections and a bike lane; however, the proposed project would not generate demand for additional recreational facilities.

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

Reference: Thresholds J.4-1

Comment: The proposed project does not include a recreational component or require the construction or expansion of existing recreational facilities.

15. 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)?

Reference: Thresholds F.1-1, F.2-1, 11

Comment: A traffic study for the project area was conducted in July 2001 and determined that traffic growth in the project area

between 2001 and 2025 would vary from no growth to a factor of 1.13, based on a preliminary traffic modeling data provided by the Southern California Association of Governments (SCAG). The proposed project is not a trip generator; rather, it is a street improvement that would not result in changes in the anticipated background traffic growth projected by SCAG. Consequently, the proposed project is not expected to result in traffic impacts.

- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?
- Reference: Thresholds F.2-1, F.3-1, 15
- Comment: The nearest Congestion Management Plan Monitoring Station is located on Fremont Avenue and Huntington Drive in South Pasadena, approximately 3.5 miles away, and currently operates at LOS D and E for morning and evening peak hours respectively. The proposed project is not expected to have any effect on future Levels of Service monitored at this location.
- 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?
- Reference: Thresholds
- Comment: The proposed project would not result in a change in air traffic patterns, levels, or location.
- d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e. g. farm equipment)?
- Reference: Thresholds 11
- Comment: The existing roadway configuration in the project area merges and intersects four major streets at and above grade. A study of auto accident records within the project site noted that “accident characteristics observed can be attributed to the existing skewed roadway intersections under the bridge, the unconventional movements and the elaborate and confusing channelization under the existing bridge.” The proposed project would eliminate the bridge and reconfigure the intersection of four major streets (Mission Road, Soto Street, North & South Huntington Drive). Two signalized intersections would allow access to residential streets on both sides of the alignment, and provide crosswalks. The project is expected to improve the overall safety of the roadway.
- e) Result in inadequate emergency access?
- Reference: Thresholds F.5-1
- Comment: Construction activities for the proposed project would take place over the space of 1 to 2 years, during which time, the roadway would be periodically impaired in terms of access. As a standard practice to ensure minimal disruption to emergency services, the construction contractor, prior to construction, would be required to coordinate any street construction with the City of Los Angeles Fire Department and Police Department personnel regarding potential lane closures, detours, and to allow alternative routes to be

developed and identified. Prior notification and coordination with emergency services is expected to minimize impacts to access.

- f) Result in inadequate parking capacity?
 Reference: Thresholds F.7-1
 Comment: The proposed project is not expected to result in inadequate parking capacity, as the project would create local access streets and cul-de-sacs that would be expected to increase the local supply of street parking.
- g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?
 Reference: Thresholds F
 Comment: The proposed project would create a bike lane segment on each side of the new roadway. The bike lane in the project site boundary would be connected to other bike lanes when they are implemented in the future. The proposed project would be consistent with policies supporting alternative transportation.

16. UTILITIES AND SERVICE SYSTEMS—Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
 Reference: Thresholds K.2-1
 Comment: Neither construction nor operation of the proposed project would result in discharges of wastewater effluent, and is therefore not expected to result in exceedences of any wastewater treatment requirements.
- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
 Reference: Thresholds K.2-1
 Comment: The proposed project would not result in a net increase of impervious materials, and is therefore expected to generate the same amount or less stormwater runoff as is currently generated. Consequently, the proposed project is not expected to require the construction of new or expanded stormwater facilities.
- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
 Reference: Thresholds K.2-1
 Comment: The proposed project would not result in a net increase of impervious materials, and is therefore expected to generate the same amount or less stormwater runoff as is currently generated. Consequently, the proposed project is not expected to require the construction of new or expanded stormwater facilities.
- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Reference: Thresholds

Comment: The project would not require water use. There would be no impact to existing water entitlements, and no need for expanded entitlements.

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

Reference: Thresholds K.2-1

Comment: See Checklist Item 16. a) above.

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

Reference: Thresholds K.3-1

Comment: Operation of the proposed project would not generate solid waste. There would be no impact to landfills from an operational standpoint.

During construction however, the project site would generate demolition waste from the removal of the bridge and associated paving. Demolition would involve removal of two main spans consisting of steel girders and floor beams, and fifteen approach spans consisting of cast in place concrete T-beams. Concrete, asphalt, bridge railings would also be removed. Embankments related to the bridge structure would be removed.

Light poles would be removed during construction, and replaced after refurbishing or reused at another site. Inert materials such as concrete and asphalt, etc., would be disposed of at inert landfills, recycled, or reused.

Contractors typically dispose of concrete and asphalt (and other inert materials) in inert landfills or by recycling the material at aggregate base facilities. As an alternative to direct disposal, the City of Los Angeles Solid Waste Management office has initiated the Construction and Demolition Debris Management Program which provides a "Tool Kit" to help developers divert construction and demolition materials from landfills.

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

Reference: Thresholds K.3-1

Comment: See Checklist Item 16 f) above

17. MANDATORY FINDINGS OF SIGNIFICANCE.

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Reference: Thresholds

Comment: The proposed project would be located in an urban environment and would not affect habitat of fish or wildlife species, plant or animal communities, or examples of architectural or cultural history. The proposed project is not expected to significantly degrade 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)?

Reference: Thresholds CEQA Guidelines, Section 15064 &15065

Comment: The proposed project would replace the Soto Street Bridge (over Mission Road at Huntington Drive South) with two signaled-controlled intersections (Soto Street at Mission Road and Huntington Drive South at Huntington Drive North). The impacts of the proposed project discussed earlier are not expected to be cumulatively considerable because the project impacts are minimal and limited in duration, and because the project is listed in the RTIP and is therefore in conformity with the State Implementation Plan.

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

Reference: Thresholds CEQA Guidelines, Section 15064 &15065

Comment: The proposed project does not include environmental effects capable of generating substantial adverse effects to human beings

IV. PREPARATION AND COORDINATION/CONSULTATION

Prepared/Managed by:

Louis Utsumi, Project Manager
Myra Frank – Jones & Stokes
Los Angeles, CA

Coordination/Consultation with:

Linda Moore
Environmental Supervisor II
Environmental Management Group
Bureau of Engineering
Department of Public Works

Wallace E. Stokes
Environmental Coordinator
Environmental Management Group
Bureau of Engineering
Department of Public Works

V. DETERMINATION – RECOMMENDED ENVIRONMENTAL DOCUMENTATION

A. Summary

The proposed project is comprised of the removal of the Soto Street Bridge between Supreme Court and Turquoise Street and the reconfiguration of the Soto Street/Mission Road intersection and the Huntington Drive South and Huntington Drive North intersection. A new frontage road with two cul-de-sacs would be constructed and the resulting residual median area between Mission Road and Huntington North would be landscaped to improve the aesthetic appearance of the area.

B. Recommended Environmental Evaluation

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

Prepared By: _____ Date: _____
Wallace E. Stokes
Environmental Coordinator

Approved By: GARY MOORE
City Engineer

By: _____ Date: _____
Ara Kasparian, Ph.D., Manager
Environmental Management Group

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