CITY OF LOS ANGELES

CALIFORNIA

ANTONIO R. VILLARAIGOSA
MAYOR

OFFICE OF THE
BOARD OF PUBLIC WORKS

200 NORTH SPRING STREET
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WILLIAM P. WEEKS
EXECUTIVE OFFICER

http://www.lacity.org/BPW

February 14, 2011

#1 BOE

City Council
Room No. 395
City Hall

Subject: CESAR CHAVEZ AVENUE/LORENA STREET/INDIANA STREET INTERSECTION IMPROVEMENTS PROJECT CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) COMPLIANCE AND PROJECT APPROVAL (W.O. NO. E1906614)

As recommended in the accompanying report of the City Engineer, which this Board has adopted, the Board of Public Works recommends that your Honorable Body:

1. Review and consider the CEQA Initial Study/Mitigated Negative Declaration.

2. Find that, on the basis of the whole record, there is no substantial evidence that the project will have a significant effect on the environment and that the Mitigated Negative Declaration reflects the City's independent judgment and analysis.

3. Adopt the Mitigated Negative Declaration.

4. Approve the project as described in the Initial Study.

5. Adopt the Mitigation Monitoring Program.

FISCAL IMPACT

The project has a budget of approximately $11,889,500. The funding is from the following sources:

- Metro – Grant Funds – Prop C - $7,107,000
- City of Los Angeles – Local Match – Prop C - $3,826,000
- Los Angeles County Public Works - $956,500

Respectfully submitted,

William P. Weeks, Executive Officer
Board of Public Works

WPW:mp

Department of Public Works

Bureau of Engineering
Report No. 1

February 14, 2011
CD No. 14

ADOPTED BY THE BOARD
PUBLIC WORKS OF THE CITY
of Los Angeles California
AND REFERRED TO THE CITY COUNCIL
FEB 14 2011

Executive Officer

CESAR CHAVEZ AVENUE/LORENA STREET/INDIANA STREET INTERSECTION IMPROVEMENTS PROJECT CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) COMPLIANCE AND PROJECT APPROVAL (W.O. NO. E1906614)

RECOMMENDATION

Approve and forward this report with transmittals to the City Council requesting the following:

1. Review and consider the CEQA Initial Study/Mitigated Negative Declaration.

2. Find that, on the basis of the whole record, there is no substantial evidence that the project will have a significant effect on the environment and that the Mitigated Negative Declaration reflects the City's independent judgment and analysis.

3. Adopt the Mitigated Negative Declaration.

4. Approve the project as described in the Initial Study.

5. Adopt the Mitigation Monitoring Program.

FISCAL IMPACT STATEMENT

The project has a budget of approximately $11,889,500. The funding is from the following sources:

- Metro - Grant Funds - Prop C - $7,107,000

- City of Los Angeles - Local Match - Prop C - $3,826,000

- Los Angeles County Public Works - $956,500

TRANSMITTAL

1. Mitigated Negative Declaration with Initial Study, dated August 26, 2010, with attached comments and responses (dated October 21, 2010) associated with the public review period.

2. Mitigation Monitoring Program, dated October 21, 2010.

DISCUSSION

Background

The intersection of Cesar E. Chavez Avenue at Lorena Street and Indiana Street is a five-legged intersection in the Boyle Heights community of the City of Los Angeles. Access to and through the intersection is controlled by traffic signals and stop signs. The intersection includes two traffic islands. The easterly portion of Indiana Street at this intersection is within the boundary of the unincorporated County of Los Angeles. Due to the complex configuration and alignment of the intersection, vehicular traffic experiences considerable delay as well as conflicts and hazards at the existing intersection.

To alleviate the existing traffic system deficiencies, the Los Angeles Department of Transportation (LADOT) has proposed to reconfigure the existing intersection into a modern roundabout and has secured grant funding for the project from Los Angeles County Metropolitan Transportation Authority (Metro), in 2005, through Metro Transportation Improvement Program Call for Projects. The County of Los Angeles supports the project, and the City of Los Angeles and the County of Los Angeles are providing the local match funding. LADOT is the lead City agency and the Bureau of Engineering (BOE), of the Los Angeles Department of Public Works is providing environmental clearance and design services. BOE is also to provide right-of-way acquisition and construction management services for this project.

Project Description

The proposed roundabout would include a large, oval shaped central median island, two traffic islands, and five splitter islands. The proposed traffic islands would be in the southern portion of the roundabout, one to the west of Lorena Street and one between Lorena Street and Indiana Street along Brooklyn Place. The splitter islands would be at the outside perimeter of the roundabout. The traffic and splitter islands would channelize the vehicular traffic, separate the entering and exiting traffic lanes as well as slow the speed of the traffic entering and exiting the roundabout. Traffic from Cesar E. Chavez Avenue, Lorena Street and Indiana Street would yield when entering the roundabout and would travel in a counter-clockwise path inside the roundabout around the central median, and then exit onto Cesar E. Chavez Avenue, Lorena Street or Indiana Street from the roundabout.

The traffic and the splitter islands would be raised but would have openings to provide accessibility for pedestrians in compliance with the Americans with Disabilities Act. Pedestrians would cross the traffic lanes from access ramp points at sidewalks, wait on traffic or splitter islands until it is safe to cross the remaining travel lanes, and complete their crossing at access ramp points. There would be a pedestrian cross walk at the south side of Lorena Street.

The existing two traffic islands contain several veterans' memorials. The existing traffic islands would be removed as part of this project, and the existing veterans' memorials would be reinstalled at the two new traffic islands. The veteran groups are planning to

design and install a large memorial at the large oval shaped central median island as a future project.

The alley that runs parallel to Cesar E. Chavez Avenue, on the north side, would be closed to vehicular traffic at Lorena Street. A turn-around area would be provided at the closed end of the alley. The west side of Lorena Street to the north of the alley would be reconfigured into a cul-de-sac. Access to all properties would be provided and the cul-de-sac would have sufficient room for vehicles to turn around. On-street parking adjacent to the residences would remain.

In order to provide adequate right-of-way for the proposed improvements, commercial properties at 3283, 3285, 3287, 3289, 3291, and 3293 Cesar E. Chavez Avenue would be acquired and the existing buildings on these properties would be demolished. Additionally, acquisition of portions of the properties located at the northeast and southeast corners of Cesar E. Chavez Avenue and Indiana Street would be necessary to provide adequate right-of-way for the construction of the roundabout and to provide adequate visibility for motorists.

The proposed modern roundabout project would alleviate the existing traffic system deficiencies at this location while increasing the capacity and level of service (LOS) of the intersection. The proposed intersection improvements would not only provide for a reduction in traffic congestion, pollution, and accidents, but also enhance the local economy through more efficient movement of people, goods, and services in the region. The proposed project would also result in a reduction in vehicle speeds through the intersection, which would increase vehicular and pedestrian safety. Overall, the proposed project would improve mobility and accessibility between the Boyle Heights community and downtown Los Angeles.

Public Participation and Public Review

The proposed project was presented at a Boyle Heights Neighborhood Council meeting to the Neighborhood Council and the community. It has also been presented to the representatives of the County of Los Angeles. In addition, several meetings have been conducted with the following veteran groups: American Legion Post 804, Veterans of Foreign Wars Post 4696, Sons of the Legion, and the Raul Morin family. These veteran groups have a vested interest in preserving existing monuments at the proposed project location. The Council District No. 14 office has been active and instrumental in meeting with these groups. As a result of this outreach, removal and re-installation of the monuments have been incorporated in the project scope.

The proposed Mitigated Negative Declaration and Initial Study were circulated for public review and comment from September 16 to October 6, 2010. A notice of intent/availability was published in the Los Angeles Times on Thursday, September 16, 2010. A notice of

intent/availability was mailed to interested parties and to owners and occupants of properties adjacent to the proposed project site. The notice was also filed with the City and County Clerks. The Mitigated Negative Declaration and Initial Study were available for review at the Malabar Branch Library, on-line at the BOE's website or by calling the Environmental Management Group (Transmittal Nos. 1 and 2). Three correspondences were received during the public review period. Copies of the correspondence along with responses can be found as attachments to the Initial Study/Mitigated Negative Declaration. None of the comments received necessitated changes in the project or the conclusion or findings of the Initial Study.

Project Schedule

The above recommended actions are necessary steps in the design phase of the project schedule. The project delivery schedule anticipates design completion of the Cesar Chavez Intersection Improvements by June 2011. Therefore, Council action is needed by March 2011 to facilitate this project's schedule.

(JED MPB RMK VJ)

Report reviewed by:

BOE (ASD and PAC)

Report prepared by:

Environmental Management Group

James E. Doty
Acting Group Manager
Phone No. (213) 485-5759

JED/VV/CH/01-2011-0004.EMG.gva

Questions regarding this report
may be referred to:
Vahik Vartanians, P.E., Project Manager:
Phone No. (213) 485-4652
E-mail: Vahik.Vartanians@lacity.org
and/or
Catalina Hernandez, Environmental Specialist
Phone No. (213) 485-5756
E-mail: Catalina.Hernandez@lacity.org

Respectfully submitted,

Gary Lee Moore

Gary Lee Moore, P.E.
City Engineer

#1 BOE 2/14/2011

Initial Study/Mitigated Negative Declaration

for

Cesar Chavez Avenue/Lorena Street/ Indiana Street Intersection Improvements

W.O. #E1906614

City of Los Angeles

LA DPW ENGINEERING
SERVING THE PRESENT; DESIGNING THE FUTURE

Bureau of Engineering
Environmental Management Group

August 26, 2010

TRANSMITTAL 1

CITY OF LOS ANGELES
CALIFORNIA

ANTONIO R. VILLARAIGOSA
MAYOR

DEPARTMENT OF
PUBLIC WORKS

BUREAU OF
ENGINEERING

GARY LEE MOORE, P.E.
CITY ENGINEER

1149 S. BROADWAY, SUITE 700
LOS ANGELES, CA 90015-2213

http://eng.lacity.org

September 13, 2010

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE CESAR CHAVEZ AVENUE/LORENA STREET/INDIANA STREET INTERSECTION IMPROVEMENTS (W.O. E1906614)

Pursuant to the State of California Public Resources Code Article 7 of the California Environmental Quality Act (CEQA), as amended, the City of Los Angeles Bureau of Engineering has prepared an Initial Study for the project described below. Under CEQA, the City identified no significant impacts and proposes to adopt a Mitigated Negative Declaration.

Project Location: The project site includes the existing intersections of East Cesar E. Chavez Avenue at Lorena Street and East Cesar E. Chavez Avenue at Indiana Street.

Project Description: The proposed project would reconfigure the existing five-legged, signal/stop sign controlled intersection located along Cesar E. Chavez Avenue at Lorena Street and at Indiana Street into a modern roundabout with a large, oval central median and several smaller islands, which would deflect traffic into the proper lanes. Traffic from Cesar E. Chavez Avenue, Lorena Street and Indiana Street would yield when entering the roundabout and would travel in a counter-clockwise path around the central median, exiting onto Cesar E. Chavez Avenue, Lorena Street or Indiana Street. There would also be two smaller traffic islands in the southern portion of the intersection, one island to the west of Lorena Street and one island between Lorena Street and Indiana Street along Brooklyn Place, as well as five splitter islands separating opposing traffic lanes at each leg of the intersection. The alley that runs parallel to and north of Cesar E. Chavez Avenue would be closed to vehicular traffic at Lorena Street. A turn-around area would be provided at the closed end of the alley. The west side of Lorena Street, north of the alley, would be reconfigured into a cul-de-sac. Access to all properties would be maintained and the cul-de-sac would have sufficient room for vehicles to turn around. On-street parking adjacent to the residences would remain.

The splitter islands would separate the entering and exiting traffic lanes as well as deflect and slow traffic entering the roundabout. The splitter and the traffic islands would be raised but would have openings to provide accessibility for pedestrians in compliance with the American Disability Act. Pedestrians would cross the traffic lanes waiting on the splitter islands or traffic islands until it is safe to cross the remaining traffic lanes. There would be a pedestrian cross walk at the south side of Lorena Street.

The two existing traffic islands, which contain several veterans' memorials, would be removed. The existing veterans' memorials would be removed and reinstalled on the new traffic islands in coordination with representatives of various veteran organizations.

In order to provide adequate right-of-way for the proposed improvements commercial properties at 3283, 3285, 3287, 3289, 3291, and 3293 Cesar E. Chavez Avenue would be acquired and all buildings demolished. Additionally, acquisition of portions of the properties located at the northeast and southeast corners of Cesar E. Chavez Avenue and Indiana Street would also be necessary to provide adequate right-of-way for the construction of the roundabout and to provide adequate visibility for motorists.

One street tree along Cesar E. Chavez Avenue and a few private property trees in the parking lot at the northeast corner are expected to require removal. Removed street trees would be replaced at a ratio of 2 to 1, in compliance with the City's street tree policy. Mitigation measures have been included to ensure that any impacts are reduced to less than significant.

This notice is intended to give interested parties an opportunity to comment on the proposed project. The Initial Study is available for review at the Malabar Branch Library, 2801 Wabash Avenue, Los Angeles, CA 90033 – Tel. (323) 263-1497. A copy of the Initial Study may also be obtained by contacting Catalina Hernandez of the Bureau of Engineering at (213) 485-5756 and can also be accessed online at http://eng.lacity.org/techdocs/emg/.

The 20-day public review period starts September 16 and ends October 6, 2010. **Comments must be received by October 6, 2010 in writing, by email to Catalina.Hernandez@lacity.org, or by mail to:**

City of Los Angeles Department of Public Works
Bureau of Engineering, EMG
Attn: Catalina Hernandez, Environmental Specialist
1149 S. Broadway, Suite 600
Los Angeles, CA 90015-2213

Figure1. Project Location

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT
MITIGATED NEGATIVE DECLARATION
(Article I, City CEQA Guidelines)

LEAD CITY AGENCY AND ADDRESS:	COUNCIL DISTRICT
Department of Public Works, Bureau of Engineering 1149 Broadway, Suite 600, Los Angeles 90015	14
PROJECT TITLE: CESAR CHAVEZ/LORENA STREET/INDIANA STREET INTERSECTION IMPROVEMENTS (W.O. E1906614)	T.G. 635-F5

PROJECT LOCATION: The project site includes the existing intersections of East Cesar E. Chavez Avenue at Lorena Street and East Cesar E. Chavez Avenue at Indiana Street.

DESCRIPTION: The proposed project would reconfigure the existing five-legged, signal/stop sign controlled intersection located along Cesar E. Chavez Avenue at Lorena Street and at Indiana Street into a modern roundabout with a large, oval central median and several smaller islands, which would deflect traffic into the proper lanes. Traffic from Cesar E. Chavez Avenue, Lorena Street and Indiana Street would yield when entering the roundabout and would travel in a counter-clockwise path around the central median, exiting onto Cesar E. Chavez Avenue, Lorena Street or Indiana Street. There would also be two smaller traffic islands in the southern portion of the intersection, one island to the west of Lorena Street and one island between Lorena Street and Indiana Street along Brooklyn Place, as well as five splitter islands separating opposing traffic lanes at each leg of the intersection. The two existing traffic islands, which contain several veterans' memorials, would be removed. The existing veterans' memorials would be removed and reinstalled on the new traffic islands in coordination with representatives of various veteran organizations. In order to provide adequate right-of-way for the proposed improvements, property acquisitions would be required from various properties located adjacent to the existing right-of-way. Specifically, commercial properties at 3283, 3285, 3287, 3289, 3291, and 3293 Cesar E. Chavez Avenue would be acquired and all buildings demolished to allow for construction of the western portion of the proposed roundabout. Additionally, portions of the properties located at the northeast and southeast corners of Cesar E. Chavez Avenue and Indiana Street would also be necessary to provide adequate right-of-way for the construction of the roundabout and to provide adequate visibility for motorists. One street tree along Cesar E. Chavez Avenue and a few private property trees in the parking lot at the northeast corner are expected to require removal. Removed street trees would be replaced at a ratio of 2 to 1, in compliance with the City's street tree policy. Mitigation measures have been included to ensure that any impacts are reduced to less than significant.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY:

FINDING:
The **City Engineer** of the City of Los Angeles has determined the proposed project could not have a significant effect on the environment. See attached Initial Study.

SEE THE ATTACHED PAGES FOR ANY MITIGATION MEASURES IMPOSED

Any written objections received during the public review period are attached, together with the responses of the lead City agency.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED

PERSON PREPARING THIS FORM	ADDRESS	TELEPHONE NUMBER
Catalina Hernandez Environmental Specialist II	1149 S. Broadway, Suite 600, MS 939 Los Angeles, CA 90015	(213) 485-5756
SIGNATURE (Official) Jim Doty, Acting Manager Environmental Management Group James E Doty		**DATE** 9-13-10

CITY OF LOS ANGELES
CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY

Council District: 14 Date: August 26, 2010

Lead City Agency: Department of Public Works

Project Title: **Cesar Chavez Avenue/Lorena Street/Indiana Street Intersection Improvements**

I. INTRODUCTION

A. Purpose of an Initial Study

The California Environmental Quality Act (CEQA) was enacted in 1970 for the purpose of providing decision-makers and the public with information regarding environmental effects of proposed projects; identifying ways environmental damage can be avoided; and disclosing to the public why a project is approved even if it leads to environmental damage. The Bureau of Engineering Environmental Management Group (EMG) has determined the proposed project is subject to CEQA and no exemptions apply. Therefore, the preparation of an initial study is required.

An initial study is a preliminary analysis conducted by the lead agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the initial study concludes that the project, even with mitigation, may have a significant effect on the environment, an environmental impact report should be prepared; otherwise the lead agency may adopt a negative declaration or mitigated negative declaration.

B. Process

Once the adoption of a negative declaration (or mitigated negative declaration) has been proposed, a public comment period opens for twenty days. The purpose of this comment period is to provide public agencies and the general public an opportunity to review the initial study and comment on the adequacy of the analysis and the findings of the lead agency regarding potential environmental impacts of the proposed project. If a reviewer believes there is substantial evidence that the project may have a significant effect on the environment, the reviewer should (1) identify the specific effect, (2) explain why it's believed the effect would occur, and (3) explain why it's believed the effect would be significant. Facts or expert opinion supported by facts should be provided as the basis of such comments.

After the close of the public review period, the Board of Public Works considers the negative declaration or mitigated negative declaration, together with any comments received during the public review process, and makes a recommendation to the City Council on whether or not to approve the project. One or more Council committees may then review the proposal and documents and make its own recommendation to the full City Council. The City Council is the decision-making body and also considers the negative declaration or mitigated negative declaration, together with any comments received during the public review process, in the final decision to approve or disapprove the project. During the project approval process, persons and/or agencies may address either the Board of Public Works or the City Council regarding the project.

Public notification of agenda items for the Board of Public Works, Council committees and City Council is posted 72 hours prior to the public meeting. The agenda can be obtained by visiting the Council and Public Services Division of the Office of the City Clerk at City Hall, 200 North Spring Street, Suite 395; by calling 213/978-1047, 213/978-1048 or TDD/TTY 213/978-1055; or via the internet at http://www.lacity.org/CLK/index.htm.

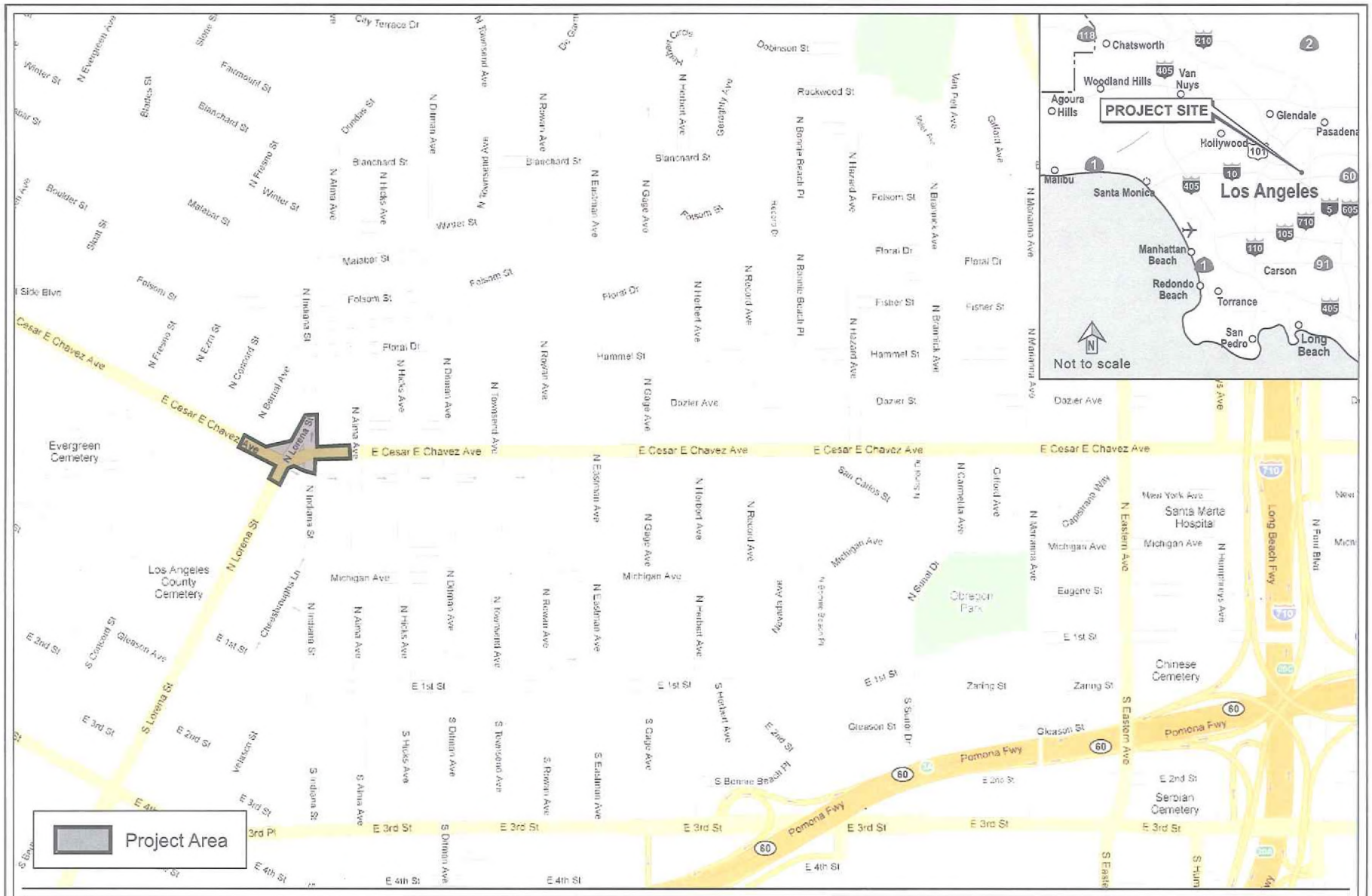
If the project is approved, the City will file a notice of determination with the County Clerk within 5 days. The notice of determination will be posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the approval under CEQA. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the project, and to issues which were presented to the lead agency by any person, either orally or in writing, during the public comment period.

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

II. PROJECT DESCRIPTION

A. Location

The project site includes the existing intersections of East Cesar E. Chavez Avenue at Lorena Street and East Cesar E. Chavez Avenue at Indiana Street. The site is located approximately three miles east of downtown Los Angeles on the border of the Boyle Heights Community in the City of Los Angeles and the East Los Angeles Community in unincorporated Los Angeles County. The border between the two jurisdictions is along Indiana Street. Figure 1 provides a map of the project site's location from a regional and local perspective. The project site is roughly bounded by the San Bernardino Freeway (Interstate 10) to the north, the Long Beach Freeway (Interstate 710) to the east, the Pomona Freeway (State Route 60) to the south, and the Golden State Freeway (Interstate 5) to the west.



Source: PCR Services Corporation, 2010.

Figure 1
Regional and Project Vicinity Map

B. Purpose

The proposed modern roundabout would reduce the complexity of the existing intersection and provide two travel lanes in each direction. The roundabout would serve to alleviate current traffic system deficiencies at this location while increasing the capacity and level of service (LOS) of the intersection. The proposed intersection improvements would not only provide for a reduction in traffic congestion, pollution, and accidents, but also enhance the local economy through more efficient movement of people, goods, and services in the region. The proposed project would also result in a reduction in vehicle speeds through the intersection, which would increase vehicular and pedestrian safety. Overall, the proposed project would improve mobility and accessibility between the Boyle Heights community and downtown Los Angeles.

C. Project Description

The proposed project would reconfigure the existing five-legged, signal/stop sign controlled intersection located along Cesar E. Chavez Avenue at Lorena Street and at Indiana Street into a modern roundabout with a large, oval central median and several smaller islands, which would deflect traffic into the proper lanes. Traffic from Cesar E. Chavez Avenue, Lorena Street and Indiana Street would yield when entering the roundabout and would travel in a counter-clockwise path around the central median, exiting onto Cesar E. Chavez Avenue, Lorena Street or Indiana Street (see Figure 2 for the Proposed Project Plan and Figure 3 for the Roundabout Traffic Patterns).

The oval central median would be approximately 145 feet long and 115 feet wide. There would also be two smaller traffic islands in the southern portion of the intersection, one island to the west of Lorena Street and one island between Lorena Street and Indiana Street along Brooklyn Place, as well as five splitter islands separating opposing traffic lanes at each leg of the intersection. The central median and the islands would be landscaped as space and operational needs allow. The landscaping of the large central median, the traffic islands, and the splitter islands are expected to consist of lawn and shrubs to meet the visibility and operational needs of the roundabout.

The alley that runs parallel to and north of Cesar E. Chavez Avenue would be closed to vehicular traffic at Lorena Street. A turn-around area would be provided at the closed end of the alley. The west side of Lorena Street, north of the alley, would be reconfigured into a cul-de-sac. Access to all properties would be maintained and the cul-de-sac would have sufficient room for vehicles to turn around. On-street parking adjacent to the residences would remain.

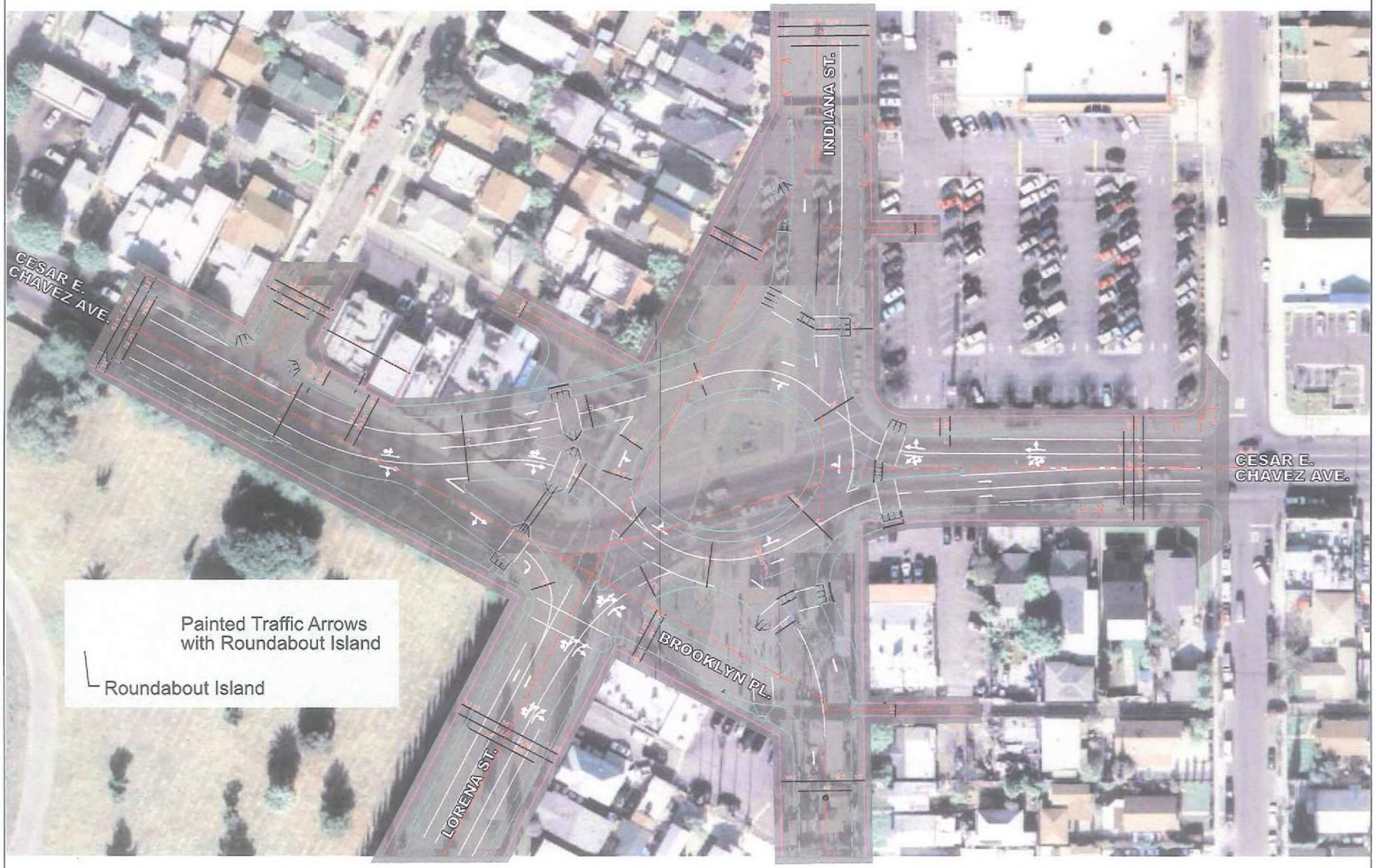
The splitter islands would separate the entering and exiting traffic lanes as well as deflect and slow traffic entering the roundabout. The splitter and the traffic islands would be raised but would have openings to provide accessibility for pedestrians in compliance with the American Disability Act. Pedestrians would cross the traffic lanes waiting on the splitter islands or traffic islands until it is safe to cross the remaining traffic lanes. There would be a pedestrian cross walk at the south side of Lorena Street.

The two existing traffic islands, which contain several veterans' memorials, would be removed. The proposed project would create a large, oval central median and several smaller traffic islands. The existing veterans' memorials would be removed and reinstalled on the new traffic islands. The City will determine the location of the veterans' memorials in its traffic island design in coordination with representatives of various veteran organizations. The landscaping and the location of the veterans' memorials will be designed to meet the operational needs of the traffic islands. The veteran organizations are considering developing a future separate project that would design, fabricate, and install a new large veterans' memorial on the central median island. Landscaping of the large oval central median will be designed to meet the operational needs of the modern roundabout, and the veteran organizations' future plans for installing a new memorial. Power service would be provided at the central median to facilitate future lighting for the veterans' monuments and at the two large traffic islands.

In order to provide adequate right-of-way for the proposed improvements, property acquisitions would be required from various properties located adjacent to the existing right-of-way. Specifically, commercial properties at 3283, 3285, 3287, 3289, 3291, and 3293 Cesar E. Chavez Avenue would be acquired and all buildings demolished to allow for construction of the western portion of the proposed roundabout. The portions of the parcels not needed for the reconfigured intersection are expected to be surplus city property. While the property is city-owned, it would be secured and maintained. Additionally, portions of the properties located at the northeast and southeast corners of Cesar E. Chavez Avenue and Indiana Street would also be necessary to provide adequate right-of-way for the construction of the roundabout and to provide adequate visibility for motorists, as shown in Figure 4.

As part of the proposed project, affected infrastructure and landscaping would be replaced or relocated to accommodate the new intersection layout, including but not limited to storm drains, power poles, maintenance access holes, and street lights. The existing drainage at the intersection would be analyzed and the new drainage for the proposed improvements would be designed to improve the drainage as much as possible. County of Los Angeles would review the design and any relocation, reconstruction, or connection to County of Los Angeles drainage system would require permits from the County of Los Angeles. Both County and City Low-Impact Development and Standard Urban Stormwater Mitigation Plan requirements would be considered for this project. Additionally, given the nature and function of the proposed roundabout, the existing traffic signals at the intersection would be removed, as they would no longer be needed to control intersection operation. One street tree along Cesar E. Chavez Avenue and a few private property trees in the parking lot at the northeast corner are expected to require removal. Removed street trees would be replaced at a ratio of 2 to 1, in compliance with the City's street tree policy.

Construction of the proposed project is anticipated to commence no sooner than summer, 2012 and is expected to take approximately two years. Construction activities are to commence with demolition of the commercial properties at 3283, 3285, 3287, 3289, 3291, and 3293 Cesar E. Chavez Avenue and to be followed by the construction of the proposed street improvements.

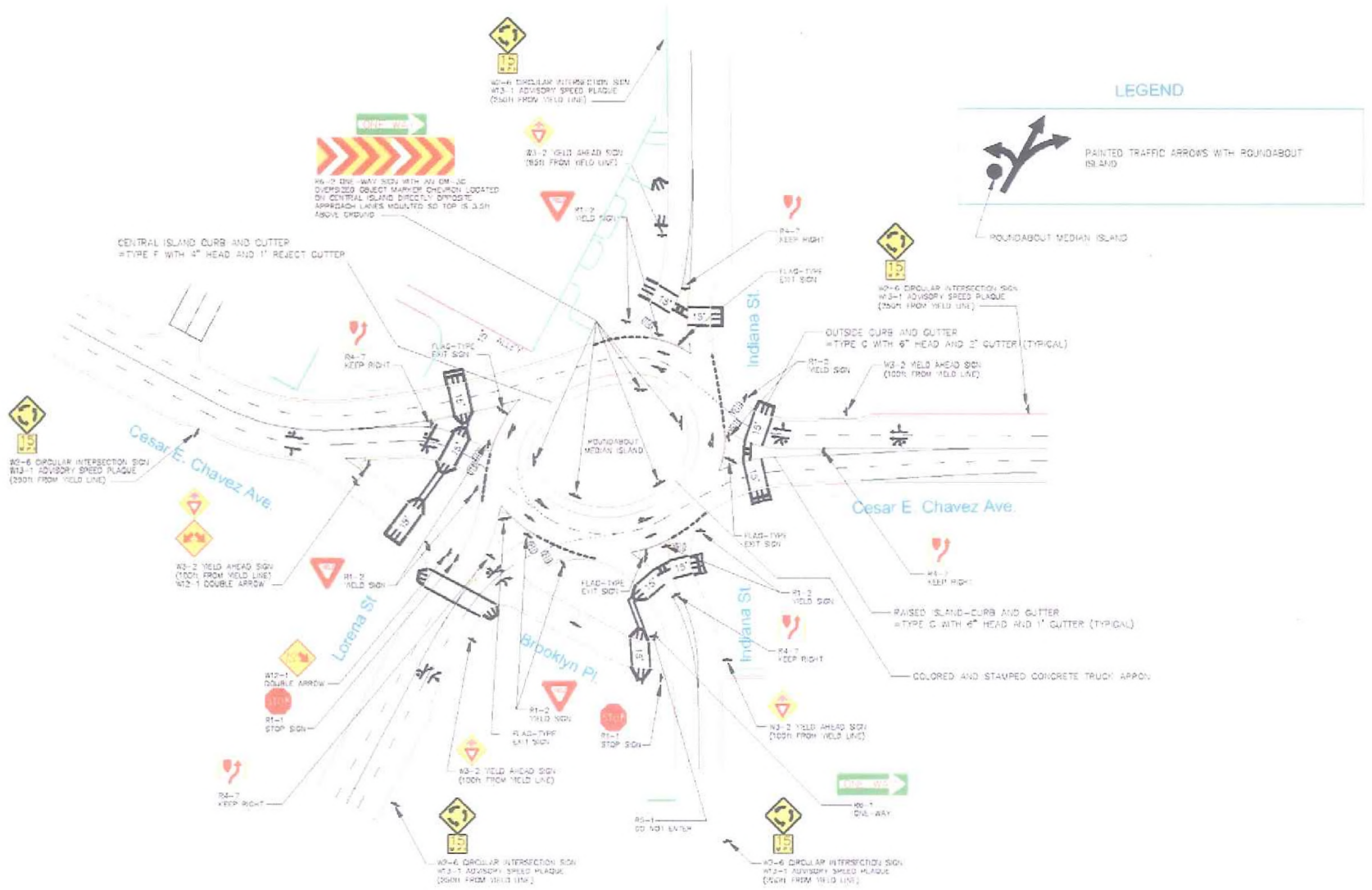


PCR

Not to scale

Figure 2
Proposed Project Plan

Source: City of Los Angeles-Department of Public Works-Bureau of Engineering, 2010.



PCR

Not to scale

Figure 3
Roundabout Trafffic Patterns

Source: City of Los Angeles-Department of Public Works-Bureau of Engineering, 2010.

Figure 4
Property Acquisitions

Source: PCR Services Corporation, 2009.

III. EXISTING ENVIRONMENT

The intersection of East Cesar E. Chavez Avenue at Lorena Street and Indiana Street is a five-legged signal-controlled intersection that represents the northern terminus of Lorena Street. Lorena Street intersects East Cesar E. Chavez Avenue approximately 200 feet west of the intersection of East Cesar E. Chavez Avenue and Indiana Street. The existing horizontal curve alignment at the intersection of East Cesar E. Chavez Avenue and Lorena Street currently reduces visibility of oncoming eastbound and westbound traffic, resulting in an increased driving hazard for motorists along the intersections, and also creates current traffic system deficiencies.

Two traffic islands are located in the center of the intersection, one to the north of East Cesar E. Chavez Avenue and one to the south of East Cesar E. Chavez Avenue. The southern island contains a number of veterans' memorial monuments, including the Mexican-American All Wars' Memorial and two time capsules. The northern island contains the monument identifying the area as Morin Memorial Square in honor of Raul Morin. This designation was created by City Council resolution, which was adopted on July 27, 1967. The resolution identifies both triangular parcels as being set aside and named Morin Memorial Square.

Cesar E. Chavez Avenue, west of its intersection with Interstate 10 (San Bernardino Freeway) over one mile west of the project site, is designated as a Major Highway Class II in the City of Los Angeles General Plan and the County of Los Angeles Master Plan of Highways connecting Boyle Heights to downtown Los Angeles and other major regional centers, but in the project area is designated as a secondary highway. Similarly, both Lorena Street and Indiana Street are designated as secondary highways in the City's General Plan. However, Indiana Street north of the terminus of Lorena Street is designated as a local street. Brooklyn Place, which connects Lorena Street and Indiana Street and is separated from Cesar E. Chavez Avenue by the southern island, is also designated as a local street.

Indiana Street represents the corporate boundary of the City of Los Angeles (to the west) and the community of East Los Angeles (to the east), which is located within unincorporated Los Angeles County. The project site is characterized by street rights-of-way, open space areas (two existing traffic islands containing various veterans' memorials), and commercial uses, which would need to be acquired as part of the project. All portions of the project site that are not in the current right-of-way are zoned for commercial uses, including the existing traffic islands that house various memorials, although the islands are designated as open space (OS) in the City's General Plan.

The project site is generally bounded by commercial and residential uses to the northwest and northeast, commercial and residential uses to the east and southeast, Evergreen Cemetery to the west, and commercial and residential uses to the south. Figure 5 illustrates the land uses surrounding the project site. Commercial properties are located in the northwestern portion of the project area at 3283, 3285, 3287, 3289, 3291, and 3293 East Cesar E. Chavez Avenue. These properties are designated for commercial use in the

City of Los Angeles General Plan, are zoned C2-1, and currently consist of older commercial buildings, an active tortilla factory (with two tall grain silos), and surface parking areas. As previously noted, these particular properties would be acquired and all improvements demolished as part of the proposed intersection improvements.

The surrounding properties east of Indiana Street, within unincorporated Los Angeles County, are designated as Community Commercial along Cesar E. Chavez Avenue, and as Low-Medium Residential and Medium Residential to the north and south of the commercial uses, respectively, in the Los Angeles County General Plan. These properties are zoned C-3, Unlimited Commercial Zone, C-1, Restricted Business Zone, and R-2, Two-Family Residence Zone, and include a supermarket, laundromat, video store, other various commercial uses, and single-family and duplex residential units.

Figure 5
Surrounding Land Uses

According to the U.S. Department of the Interior U.S. Geological Survey, the project site is located within the Los Angeles quadrangle of the California-Los Angeles Co. 7.5-minute series (topographic) map. The affected intersection is situated at an elevation of approximately 310 feet above mean sea level. There is a relatively gentle topographic gradient to the southeast. Soils in the project area consist of alluvium (mostly Holocene, some Pleistocene), Quaternary non-marine, and Quaternary marine (Q) deposits of the Hambright-Castaic association.

No bodies of water are present on or adjacent to the project site. The closest water body is the Los Angeles River, located approximately two miles to the west. The FEMA Flood Insurance Rate Map Index shows the project site is located within Zone X, or an area outside a 100-year flood risk zone. The site is not in a potential inundation area due to the failure of any upstream dams.

According to the City of Los Angeles General Plan Safety Element, the project site is not located within an Alquist-Priolo fault hazard zone, landslide zone, methane zone, high wind area, wildfire hazard zone, hillside area, a liquefaction zone, oil field, or other area containing oil wells.

A search of the California Department of Fish and Game (CDFG), *California Natural Diversity Database* found an occurrence of the federal and state-listed southwestern willow flycatcher (*Empidonax traillii extimus*) in the area covered by the Los Angeles Quadrangle of the USGS topographic map. The project site, however, is developed with streets and commercial property and does not contain native habitat, notable plant species, or wildlife.

The project site is located within the 6,745 square mile South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is required, pursuant to the Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone (O3), particulate matter (PM10), and fine particulate matter (PM2.5)).

IV. ENVIRONMENTAL IMPACT EVALUATION

The analysis in this document assumes that, unless otherwise stated, the project will 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 will follow the uniform practices established by the Southern California Chapter of the American Public Works Association (e.g., *Standard Specifications for Public Works Construction [or the "Green Book"]* and the *Work Area Traffic Control Handbook [or the "WATCH Manual"]*) 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 (or the "Brown Book," formerly Standard Plan S-610)) as well as the Manual on Uniform Traffic Control Devices (latest Edition).

In the initial study below, a brief explanation is provided for all answers except "No Impact" answers that are adequately and clearly supported by the information sources cited after each question (*e.g.*, the California Natural Diversity Database shows no sensitive species in the project area). A "No Impact" answer is 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 project-specific screening analysis). All sources so referenced are available for review at the offices of the Bureau of Engineering, 1149 South Broadway, Suite 600, Los Angeles. (Call Catalina Hernandez at [213] 485-5756 for an appointment.)

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
1. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒

Reference: 11 Sections L1 and L2

Comment: A scenic vista generally provides focal views of objects, settings, or features of visual interest; or panoramic views of large geographic areas of scenic quality, primarily from a given vantage point. A significant impact may occur if the proposed project introduces incompatible visual elements within a field of view containing a scenic vista or substantially alters a view of a scenic vista.

The project site is located in an urbanized area surrounded by commercial uses to the north, south, and east, and the Evergreen Cemetery located west of the project site, while residential uses exist north and south of the intersection on Indiana and Lorena Avenue. Cesar Chavez Avenue connects Boyle Heights to downtown Los Angeles and is designated as a Secondary Highway in the City's General Plan and County's Master Plan of Highways. However, there are no designated vista points within the proposed project vicinity and no buildings within the immediate project vicinity are considered scenic resources. No impacts to scenic vistas have been identified.

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

Issues

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

Reference: 3, 11 Sections L1 and L2
Comment: A significant impact may occur where scenic resources within a state scenic highway would be damaged or removed by the proposed project.

Cesar E. Chavez Avenue, Indiana Street, and Lorena Avenue are not designated scenic highways and no other scenic highways are located in close proximity vicinity to the project site. Therefore, no impact relative to scenic resources within a state scenic highway would occur.

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

Reference: 11 Sections L1 and L3
Comment: A significant impact may occur if the proposed project introduces incompatible visual elements to the project site or visual elements that would be incompatible with the character of the area surrounding the project site.

The project site is located in a highly urbanized area and is surrounded by commercial and residential land uses, as well as the Evergreen Cemetery immediately to the west of the site. The proposed project would consist of the reconfiguration of the affected intersection into a modern roundabout. The project would construct an oval-shaped median approximately 145 feet long and 115 feet wide as well as several smaller islands, which would be landscaped as space allows and house the veterans' memorials that are currently located on the two traffic islands in the center of the intersection as well as possibly a future larger memorial. The proposed project would remove existing commercial structures on the northwest portion of the site to allow sufficient room for the roundabout. The remaining portion of the parcels would be surplus city property and available for sale to a private party. While owned by the City, it would be secured and maintained. As such, it is not anticipated that the roundabout would result in any negative impacts associated with visual character and quality.

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

Reference: 11 Section L4
Comment: A significant impact may occur if the proposed project introduces a new source of light or glare which would be incompatible with the areas surrounding the project site or which pose a safety hazard, especially to motorists utilizing adjacent streets.

Lighting within the project site currently includes low-level exterior building lighting, lit signage, street lighting along sidewalks, and pole lighting within surface parking areas. Off-site sources of light that contribute to ambient light levels in the area include street lighting along Cesar E. Chavez Avenue, Indiana Street, and Lorena Street, headlights from cars traveling along these roadways at night, and interior and exterior sources of light from the surrounding commercial and residential uses. Lighting associated with the proposed roundabout would not meaningfully increase or change existing lighting levels in the project area and is not expected to result in significant impacts associated with light and glare. Thus, impacts would be less than significant.

2. AGRICULTURE AND FOREST RESOURCES – Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources ☐ ☐ ☐ ☒

Issues

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

Agency, to non-agricultural use?

Reference: 3; 10
Comment: A significant impact may occur if the proposed project were to result in the conversion of state-designated agricultural land from agricultural use to another non-agricultural use.

No agricultural uses or related operations exist within the project site or surrounding area. In addition, the project site has not been designated as Prime Farmland, Unique Farmland, or Farmland of Statewide importance pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the proposed project would not result in impacts to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

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

Reference: 10
Comment: A significant impact may occur if the proposed project were to result in the conversion of land zoned for agricultural use or indicated under a Williamson Act contract from agricultural use to another non-agricultural use.

The non-roadway portion of the project site is zoned for commercial uses. The surrounding area is fully urbanized and there are no agricultural uses present on or near the project site. Evergreen Cemetery, located immediately west of the project site, is zoned as A1-1XL, a designation which allows for agricultural uses. However, the property is an active cemetery. Because no portion of the project site is enrolled in a Williamson Act contract or anticipated to affect an agricultural zone, development of the proposed project would not result in a conflict relative to existing zoning for agricultural use or with Williamson Act contracts. Therefore, no impacts associated with this issue would occur.

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

Reference: 10
Comment: A significant impact may occur if the proposed project were to result in the conversion of land zoned for forests or timberland to another use.

The non-roadway portion of the project site is zoned for commercial uses. The surrounding area is fully urbanized and there are no forests present on or near the project site. Therefore, no impacts associated with this issue would occur.

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

Reference: 10

Issues

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

Comment: A significant impact may occur if the proposed project were to result in the conversion of forest land to another non-forest use.

The non-roadway portion of the project site is zoned for commercial uses. The surrounding area is fully urbanized and there are no forest lands present on or near the project site. Therefore, no impacts associated with this issue would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use? ☐ ☐ ☐ ☒

Reference: 10
Comment: A significant impact may occur if a project results in the conversion of farmland or forest land to another use.

Neither agricultural resources or operations nor forest lands exist within the project site or adjacent properties. The project site and the surrounding area are fully developed with urban land uses. Thus, the proposed project would not have the potential to result in the conversion of any farmland to non-agricultural use or forest land to non-forest use, and therefore no impact would occur.

3. AIR QUALITY – Would the project:

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

Reference: 15
Comment: A significant impact may occur if the project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of the plan. The proposed project is located within the South Coast Air Quality Management District (SCAQMD).

The project site is located within the 6,745 square mile South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is required, pursuant to the Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone (O3), particulate matter (PM10), and fine particulate matter (PM2.5)). The SCAQMD has adopted a series of Air Quality Management Plans (AQMP) to meet the applicable state and federal standards. The SCAQMD adopts rules and regulations to implement portions of the AQMP. The AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG).

The Boyle Heights Community Plan recognizes the need for a circulation system that facilitates local traffic circulation, relieves congestion, and provides mobility for all citizens. The proposed modern roundabout would reduce the complexity of the existing intersection and provide two travel lanes in each direction, and would therefore serve to alleviate current traffic system deficiencies at this location and would result in an increase in the capacity and level of service (LOS) of the intersection. Overall, the proposed project would improve mobility and accessibility between the Boyle Heights community and Downtown Los Angeles. This project is consistent with the Community Plan, which is consistent with the Air Quality Element of the City's General Plan, which is in conformance with the AQMP. Therefore, the project is not anticipated to conflict with or obstruct implementation of the existing air quality plan.

Issues

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

The Congestion Management Program (CMP) was enacted by the Los Angeles County Metropolitan Transportation Authority (Metro) to address traffic congestion issues that could impact quality of life and economic vitality. The intent of the program is to provide an analytical basis for transportation decisions throughout the area. An analysis is required at all CMP monitoring intersections for which a project is projected to add 50 or more trips during any peak hour. In addition, analysis is required for all freeway segments for which a project is projected to add 150 or more hourly trips, in either direction, during the peak hours analyzed.

The proposed project is focused on improving vehicular circulation and safety and is not expected to generate additional traffic. Thus, the proposed project would not result in an increase of 50 or more trips during any peak hour at the nearest CMP intersection. As a result, the project would not exceed any CMP thresholds, and no impact to the CMP network would occur. Thus, the project would not conflict with or obstruct implementation of the CMP.

Based on the above discussion of applicable air quality plans, implementation of the proposed project would not result in adverse impacts in this regard.

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

Reference: 11 Sections E1, E2, and E3

Comment: The South Coast Air Basin is a non-attainment area for ozone and for particulate matter less than 10 microns in size (PM10) and less than 2.5 microns in size (PM2.5). In determining attainment and maintenance of air quality standards, the SCAQMD has established thresholds of significance for these and other criteria pollutants. A significant impact would occur if the project resulted in substantial emissions during construction or operation which would exceed the established thresholds.

As indicated above, the project site is located within the South Coast Air Basin, which does not meet state and federal air quality standards. Based on the following analysis, construction and operation of the project would not result in significant impacts associated with violation of an air quality standard or contribute to an existing or projected air quality violation.

Construction

Construction has the potential to contribute to regional air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the project site. In addition, fugitive dust emissions result from demolition, site preparation, and construction activities. Mobile source emissions, primarily particulate matter (PM) and nitrogen oxides (NOX), result from the use of construction equipment such as bulldozers, loaders, and haul trucks. During the finishing phase, paving operations and the application of architectural coatings (i.e., striping paints) release volatile organic compounds (VOCs). Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

Issues

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

Table 1

Regional and Localized Unmitigated Construction Emissions [a]
(pounds per day)

	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Regional Emissions						
Maximum Regional Emissions	23	27	19	<1	8	3
Regional Significance Threshold	75	100	550	150	150	55
Over/(Under)	(52)	(73)	(531)	(150)	(142)	(52)
Exceed Threshold?	No	No	No	No	No	No
Localized Emissions						
Maximum Localized Emissions	158	11	7	<1	4.6	2.4
Localized Significance Thresholds	-	62	627	-	5	3
Over/(Under) Threshold	-	(51)	(620)	-	(0.4)	(0.6)
Exceed Threshold?	-	No	No	-	No	No

[a] *Compiled using the URBEMIS 2007 emissions inventory model.*
[b] *PM_{10} and $PM_{2.5}$ emissions estimates are based on compliance with SCAQMD Rule 403 requirements for fugitive dust suppression.*
[c] *The SCAQMD Localized Significance Thresholds (LSTs) are based on Source Receptor Area No. 1 (Central Los Angeles County) for a 1 acre of disturbed area with a 25 meter receptor distance.*

Source: PCR Services Corporation, 2009.

Regional Impacts

Regional construction-related emissions associated with heavy construction equipment were calculated using the URBEMIS2007 emissions inventory model originally developed by the California Air Resources Board (CARB). The analysis assumed that all construction activities would comply with SCAQMD Rule 403 regarding the control of fugitive dust. A summary of maximum daily regional emissions by construction phase is presented in Table 1, along with the regional significance thresholds for each air pollutant. As shown therein, maximum regional construction emissions would not exceed the thresholds for any of the pollutants studied [VOC, NOx, carbon monoxide (CO), sulfur dioxide (SOX), PM10, and PM2.5].

Localized Impacts

The potential localized effects to off-site sensitive populations resulting from on-site construction emissions were evaluated in accordance with SCAQMD's localized significance threshold (LST) methodology. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard. The emission rate look-up tables were developed by the SCAQMD based on the size of the project, distance to sensitive receptors, and existing background pollutant levels.

For PM_{10} and $PM_{2.5}$, LSTs were derived based on the requirements of SCAQMD Rule 403. A conservative estimate of maximum local (on-site) daily emissions for NO_X, PM_{10}, $PM_{2.5}$, and CO for each phase of construction is presented in Table 1. LSTs were selected to represent the nearest off-site sensitive receptors. The closest sensitive land uses are residential uses located northwest of the project site along N. Lorena Street and southeast of the project site along N. Indiana Street.

Issues

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

As presented in Table 1, construction-related daily maximum localized emissions would not exceed the SCAQMD daily significance thresholds for NO_X, CO, PM_{10}, and $PM_{2.5}$. Therefore, localized construction emissions resulting from the project would not result in a significant short-term impact.

As shown above, emissions from project construction activities would be lower than both localized and regional SCAQMD significance thresholds. Therefore, project construction would not violate an air quality standard or contribute significantly to an existing or projected air quality violation, and impacts would be less than significant.

Operations

As discussed above, the proposed project is not expected to generate any new vehicular trips and would improve traffic movement in the general vicinity, thereby lowering the concentration of pollutants emitted by motor vehicles. The project would have a less than significant impact on regional and local air quality resulting from long-term operational emissions, and no mitigation measures are necessary.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? ☐ ☐ ☐ ☒

Reference: 15

Comment: A significant impact may occur if the proposed project, when viewed together with the effects of other projects, would result in a considerable net increase of a criteria pollutant for which the region exceeds air quality standards. The South Coast Air Basin is designated as a non-attainment area for ozone, PM10, and PM2.5.

The SCAQMD's approach for assessing cumulative impacts related to operations is based on attainment of ambient air quality standards in accordance with the requirements of the federal and state Clean Air Acts. As discussed earlier, the SCAQMD has developed a comprehensive plan, the AQMP, which addresses the region's cumulative air quality condition.

A significant impact may occur if a project would add a cumulatively considerable contribution of a federal or state non-attainment pollutant. Because the Basin is currently in nonattainment for O_3, PM_{10} and $PM_{2.5}$, related projects could cause ambient concentrations to exceed an air quality standard or contribute to an existing or projected air quality exceedance. Cumulative impacts on air quality are evaluated under two sets of thresholds for the SCAQMD. In particular, CEQA Guidelines Section 15064(h)(3) provides guidance in determining the significance of cumulative impacts and states in part that:

Issues

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

"A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g., . . . air quality plan . . .) within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project."

For purposes of the cumulative air quality analysis, the project's incremental contribution to cumulative air quality impacts is determined based on compliance with the SCAQMD AQMP, as the first set of thresholds. As previously described in Response 3(a), a project is deemed inconsistent with air quality plans if it results in population and/or employment growth that exceeds growth estimates in the applicable AQMP. In turn, the AQMP relies upon growth projections adopted by the SCAG, which in turn, relies upon adopted General Plan growth projections. Consequently, compliance with the applicable general plan typically results in compliance with the AQMP.

As the proposed project is not part of an ongoing regulatory program, the SCAQMD recommends that project specific air quality impacts be used as the second set of thresholds to determine the potential cumulative impacts to regional air quality. Peak daily emissions of construction-related pollutants would not exceed SCAQMD regional significance thresholds and the proposed project would not result in new operation-related pollutant emissions. By applying SCAQMD's cumulative air quality impact methodology, implementation of the proposed project would not result in an addition of criteria pollutants such that cumulative impacts, in conjunction with related projects in the region, would occur.

d) Expose sensitive receptors to substantial pollutant concentrations? ☐ ☐ ☐ ☒

Reference: 15; 11 Sections E1, E2 and E3

Comment: A significant impact may occur if construction or operation of the proposed project generated pollutant concentrations to a degree that would significantly affect sensitive receptors. Land uses considered to be sensitive receptors include long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities.

Certain population groups are especially sensitive to air pollution and should be given special consideration when evaluating potential air quality impacts. These population groups include children, the elderly, persons with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. The presence of sensitive groups is associated with certain types of land uses.

Issues

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

In terms of land use, as defined in the SCAQMD *CEQA Air Quality Handbook*, a sensitive receptor to air quality is defined as any of the following land use categories: (1) long-term health care facilities; (2) rehabilitation centers; (3) convalescent centers; (4) retirement homes; (5) residences; (6) schools; (7) parks and playgrounds; (8) child care centers; and (9) athletic fields. The proposed project site is located on East Cesar E. Chavez Avenue in the community of Boyle Heights. The area surrounding the project site includes residences.

As described in Response 3 b) above, construction of the project would not result any substantial localized or regional air pollution impacts and, therefore would not expose nearby sensitive receptors to substantial pollutant concentrations. The proposed project would not generate any new vehicular trips, rather, it would improve traffic flow in the general vicinity, thereby lowering the amounts of pollutants emitted by the motor vehicles.

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

Reference: 11 Section E2
Comment: A significant impact may occur if construction or operation of the proposed project would result in the generation of odors that would be detectable in adjacent areas.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The project would not involve elements related to these types of uses. While there is a potential for odors to occur from heavy duty diesel construction equipment, materials used in construction or maintenance of the project, compliance with industry standard odor control practices, SCAQMD Rule 402 (Public Nuisance), and the district's Best Available Control Technology Guidelines would limit potential objectionable odor impacts to a less than significant level.

4. BIOLOGICAL RESOURCES – Would the project:

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

Reference: 4; 11 Section G
Comment: A significant impact may occur if the proposed project would remove or modify habitat for any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the state or federal regulatory agencies cited.

The project site is developed with roadways and commercial uses and does not include suitable habitat for candidate, sensitive, or special status species as shown on any California Department of Fish and Game map. Animal species in the area are generally limited to small terrestrial and bird species as well as other small animals that readily adapt to urban settings, none of which are listed as sensitive or endangered. According to the California Department of Fish and Game's Natural Diversity Database, the following special-status species have the potential to occur within 5 miles of the project site: marsh sandwort (Arenaria paludicola), Braunton's milk-vetch (Astragalus brauntonii), coastal dunes milk-vetch (Astragalus tener var. titi), western yellow-billed cuckoo

Issues

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

(Coccyzus americanus occidentalis), southwestern willow flycatcher (Empidonax traillii extimus), Gambel's water cress (Nasturtium gambelii), Moran's navarretia (Navarretia fossalis), California Orcutt grass (Orcuttia californica), Brand's star phacelia (Phacelia stellaris), coastal California gnatcatcher (Polioptila californica californica), and least Bell's vireo (Vireo bellii pusillus). However, given the urbanized nature of the project site, it is expected that these species do not occur on-site, and would not be affected by the proposed intersection improvements. Furthermore, based on the adaptability of any animal species occurring on-site, such species would not be affected by implementation of the proposed project. The removal and replacement of ornamental vegetation, including ornamental trees, would have no impact on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game (CDFG) or the U.S. Fish and Wildlife Service (USFWS). As such, the project would not impact endangered and/or threatened species.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service? ☐ ☐ ☐ ☒

Reference: 4, 11 Section G
Comment: A significant impact may occur if riparian habitat or any other identified sensitive natural community were to be adversely modified.

The project site is located in a highly urbanized area surrounded by commercial uses, residential uses, a cemetery, and surface parking lots. The proposed project would improve the affected intersection with the development of a new modern roundabout. Vegetation on-site is limited to ornamental landscaping that includes grass areas and shrubs. The on-site vegetation is ornamental and therefore does not support any riparian habitat, nor is it part of any sensitive natural community. As such, there is no riparian habitat or other sensitive natural community existing on the site, as identified in the City or regional plans or in regulations by the CDFG or USFWS, and no such habitats or communities would be affected by the proposed project. Consequently, the proposed project would have no impact on riparian habitats or other sensitive natural communities identified in City or regional policies, plans, or regulations.

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: 11 Section G; 25
Comment: A significant impact may occur if federally protected wetlands, as defined by Section 404 of the Clean Water Act, would be modified or removed.

The project site is located in an urbanized area consisting of roadways and commercial uses, and is adjacent to residential uses, and surface parking areas. The project site does not contain, nor is it adjacent to, any federally protected wetlands. There are no federally protected waters or wetlands, as defined by Section 404 of the Clean Water Act, existing on or in the vicinity of the project site. Thus, the proposed project would 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? ☐ ☐ ☐ ☒

Issues

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

Reference: 4, 11 Section G
Comment: A significant impact may occur if the proposed project interferes with or removes access to a migratory wildlife corridor or impedes the use of native wildlife nursery sites.

The project site is located in an urbanized area. No wildlife corridors or native wildlife nursery sites are present on the project site or in the vicinity. Additionally, there is no body of water existing on or in the vicinity of the project site that serves as natural habitat in which fish could exist. Due to the urbanized nature of the area, the potential for substantial native resident or migratory wildlife species movement through the project site is considered low. As such, implementation of the proposed project would not have a notable impact on the movement of any native resident or migratory fish or wildlife species. No mitigation measures are necessary.

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

Reference: 10, 11
Comment: A significant impact may occur if the proposed project would cause an impact that was inconsistent with local regulations pertaining to biological resources, including protected trees.

The project site is subject to the Los Angeles Protected Tree Ordinance (LAMC Section 46.00; Ordinance No. 153,478), which regulates the relocation or removal of all native oak trees (excluding scrub oak), California black walnut trees, California sycamore trees, and California Bay trees of at least four inches in diameter at breast height (DBH). However, the vegetation on-site includes grass areas and ornamental non-native shrubs. No protected species trees are located on the project location. The project is anticipated to require the removal of one street tree, which would be replaced at a 2 to 1 ratio in accordance with City policy. In addition, a few private property trees may need to be removed from the parking lot at the northeast corner. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources and no impact would occur.

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

Reference: 10
Comment: A significant impact may occur if the proposed project was inconsistent with mapping or policies in any conservation plans of the types cited.

As indicated above, the project site is located in an urbanized area, and consequently, the project site is not subject to a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. No impacts are anticipated in this regard.

5. CULTURAL RESOURCES – Would the project:

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

Reference: 13
Comment: A significant impact may occur if the project caused a substantial adverse change to a

Issues

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

historical resource through demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired.

A historical resource is defined in Section 15064.5(a)(3) of the CEQA Guidelines as any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period, or method of construction; representing the work of an important creative individual; or possessing high artistic values. Resources listed in or determined eligible for the California Register of Historical Resources (California Register), included in a local register, or identified as significant in a historic resource survey are also considered historical resources under CEQA.

A project with an effect that may cause substantial adverse change in the significance of a resource is a project that may have a significant effect on the environment. Substantial adverse change is defined as physical demolition, relocation, or alteration of a resource or its immediate surrounding such that the significance of a historical resource would be materially impaired. Direct impacts are those that cause substantial adverse physical change to a historic property. Indirect impacts are those that cause substantial adverse change to the immediate surroundings of a historic property such that the significance of an historical resource would be materially impaired. Pursuant to CEQA 15064.5, PCR's architectural historians conducted a historic resources assessment to determine if any historic resources currently exist within the project vicinity and, if so, to assess potential direct and indirect impacts to historical resources that may result from the proposed project, if any.

The project proposes to demolish properties located on five parcels to the west of the intersection along Cesar E. Chavez Avenue, which existing records indicate meet either the 50-year age consideration of the National Register and/or the 45 year age guideline for the California Register, and therefore require evaluation for compliance with CEQA. The properties consist of: a mid-1920s commercial building at 3283 Cesar E. Chavez Avenue (APN: 5178-026-019); and a light manufacturing facility with four buildings and ancillary structures ranging from the mid 1920s to the 1960s located at 3285-3291 Cesar E. Chavez Avenue (APN: 5178-026-020, APN: 5178-026-021, and APN: 5178-026-022). The project will reconfigure the intersection and existing islands, which include several memorials and related time capsules, built to honor the service of Mexican-American soldiers, as well as decorative paving and park furniture dating from the late 1940s to the 1980s.

Pursuant to CEQA Section 15064.5, a resource shall be generally considered "historically significant" if it (districts, sites, buildings, structures, or objects) possesses integrity (of location, design, setting, materials, workmanship, feeling, and association) and is determined eligible for listing on the California Register, included in a local register, or identified as significant in an historical resource survey, or determined significant by a lead agency. The designation criteria of the California Register are similar to National Register of Historic Places criteria and for this reason, guidance from the National Park Service is used to evaluate eligibility for the state register.[1] A historical resource that is eligible for the National Register is also eligible for the California Register.

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1 National Park Service. National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation. Washington DC: U.S. Dept. of the Interior, National Park Service, Interagency Resources Division, 1990, rev. 1991.

Issues

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

To be eligible for the California Register, a historic resource must be significant at the local, state, or national level, under one or more of the following four criteria:

1. is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. is associated with the lives of persons important in our past;
3. embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. has yielded, or may be likely to yield, information important in prehistory or history.

Additionally, a historic resource eligible for listing in the California Register must meet one or more of the criteria of significance described above and retain enough of its historic character or appearance to be recognizable as a historic resource and to convey the reasons for its significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. The resource must also be judged with reference to the particular criteria under which it is proposed for eligibility.

The Los Angeles Cultural Heritage Ordinance (Los Angeles Administrative Code, Section 22.130) has criteria for designating local historic resources and/or historic districts as Los Angeles Historic-Cultural Monuments (LAHCM). A historical or cultural monument is any site, building, or structure of particular historical or cultural significance to the City of Los Angeles, such as historic structures or sites:

- in which the broad cultural, political, economic, or social history of the nation, state, or community is reflected or exemplified; or
- which are identified with historic personages or with important events in the main currents of national, state, or local history; or
- which embody the distinguishing characteristics of an architectural-type specimen, inherently valuable for a study of a period, style, or method of construction; or
- which are a notable work of a master builder, designer, or architect whose individual genius influenced his or her age.

The historical resources investigations included archival records searches and literature reviews to determine: (i) if known historical resources sites have previously been recorded within the vicinity of the subject property; (ii) if the subject property has been systematically surveyed by historians prior to the initiation of the study; and/or (iii) whether there is other information that would indicate whether or not the area of the subject property is historically sensitive or may pose indirect impacts to adjacent historic resources. PCR Services Corporation (PCR) conducted a records search at the South Central Coastal Information Center (CHRIS-SCCIC) housed at California State University, Fullerton. This records search included a review of all previously conducted historical resources investigations within a ½-mile radius of the subject property. In addition, the National Register of Historic Places (National Register), California Register of Historic Places (California Register), California Historic Resources Inventory (HRI), California Points of Historical Interest (PHI), the California Historical Landmarks (CHL), and the list of designated Los Angeles Historic-Cultural Monuments (LAHCM) were reviewed.

Identified Historic Resources within the Immediate Project Vicinity (1/2 Mile)

Issues

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

Record search results indicate that there are few previously recorded historical resources within the ½-mile radius of the proposed project. There are no National Register listed properties, California Register of Historic Places listed properties, California Historical Landmarks, or Points of Historical Interest.

One property is a City of Los Angeles Historic-Cultural Monument:

- 19th Century Los Angeles Chinese Cemetery Shrine, 204 North Evergreen Avenue/Evergreen Cemetery (declared 8/31/1990)

Eleven additional properties have been previously evaluated for their historic significance within a ½ mile radius of the proposed project. Only one of these properties, 309 North Rowan Avenue, was found individually eligible for local listing or designation:

- 19-174575: 446 Ditman Avenue, 1910 (ineligible);
- 19-173650: 150 North Indiana St., 1927 (ineligible);
- 19-174456: 160 North Rowan Avenue, 1907 (ineligible);
- 19-176622: 309 North Rowan Avenue, 1923 (CHR Status Code 5S2, "eligible for local listing or designation;"
- 19-176593: 441 North Rowan Avenue, 1885 (ineligible);
- n/a: 435 North Rowan Avenue, 1923 (ineligible);
- 19-173064: 3645 East 1st Street, 1922 (ineligible);
- 19-174556: 3352 Floral Drive, 1920 (ineligible);
- 19-174409: 3161 Folsom Street, 1929 (ineligible);
- 19-174397: 3261 Folsom Street, 1923 (ineligible); and
- n/a: 3517 Michigan Avenue, 1923 (ineligible).

None of these properties have views of the project site. There will be no material change to their setting and no indirect impact to these properties as a result of the proposed project.

Proposed Project Site and Vicinity

A site visit was conducted by PCR to identify potential historic resources and to assess potential impacts. The proposed project is located in the Boyle Heights neighborhood of the City of Los Angeles at the crossing of Cesar E. Chavez Avenue, a primary commercial corridor, with Indiana Street, Brooklyn Place, and Lorena Street. Evergreen Cemetery, circa 1877, is located to the west. The low- to moderate density urban setting consists of a wide range of property types that support residential, commercial, and industrial uses.

Cincos Puntos/Five Points

The area's most prominent element is Cinco Puntos/Five Points, consisting of the intersection of Cesar E. Chavez Avenue, Indiana Street, Brooklyn Place, and Lorena Street. The intersection's distinctive "five points" originated with the varied urban grids of early subdivisions, which were platted at the City's rapidly developing edges at the turn of the 20th century. Cinco Puntos/Five Points consists of two triangular traffic islands in the center of the intersection that have been minimally landscaped and feature a variety of commemorative installations including a concrete slab monument and an associated seating area, decorative paving, a columnar monument, two time capsules, and two small memorials. In addition to its primary function as a traffic improvement, Cinco Puntos/Five Points currently also serves as the setting for a Memorial Day tribute that has occurred annually at the site since 1947.

Issues

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

The Cincos Puntos/Five Points intersection, which consists of its street configuration, traffic islands, and memorials, has not been previously surveyed and therefore was evaluated at the national, state, and local level as a potential historical resource. In addition, three of the memorials located at Cincos Puntos/Five Points meet the National Register age threshold and were considered under *Criteria Consideration F: Commemorative Properties,* based upon their age, tradition, and symbolic value in connection with the annual Memorial Day tribute located at the Cincos Puntos/Five Points intersection: the Mexican-American All Wars Memorial, ca. 1947; World War II Memorial, ca. 1946; and Congressional Medal of Honor World War II and Korea Memorial, ca. 1959.

The Cincos Puntos/Five Points intersection appears ineligible as a historical resource under National Register, California Register, and City of Los Angeles Historic-Cultural Monument criteria. The intersection does not have either a direct connection with events that have made a significant contribution to the broad patterns of history and cultural heritage or an association with the productive life of a person important in national, state, or local history. The design of the Cincos Puntos/Five Points intersection is typical and common for early subdivisions in Los Angeles and is not otherwise unique or outstanding. The plan of the intersection does not embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic values. The Cincos Puntos/Five Points intersection has not yielded, nor is it likely to yield, information important in prehistory or history. In summary, the intersection does not appear potentially eligible for listing as an historical resource in the National Register or California Register, or as a City of Los Angeles Historic-Cultural Monument.

Monuments and memorials, like those present at Cincos Puntos/Five Points, are not generally considered eligible under National Register of Historic Places criteria; however, a monument or memorial primarily commemorative in intent may be eligible if design, age, tradition, or symbolic value has invested it with its own historical significance. Fifty years is a general estimate of the time needed to develop historical perspective and to evaluate significance. Erected during the Post-World War II era by local chapters of veterans groups to commemorate Mexican American veterans who served during the conflicts in World War II and, subsequently, Korea, the memorials located at Cincos Puntos/Five Points have long been a part of the area's historic identity.[2] While the memorials continue to be relevant to subsequent generations, made evident by the longstanding annual Memorial Day tribute, the memorials do not appear to rise to the threshold of *Criteria Consideration F: Commemorative Properties* as defined by the National Register.[3] *Criteria Consideration F* does not generally include monuments that are associated with annual parades and festivals, particularly for Memorial Day celebrations, which are common annual occurrences at veterans' memorials throughout the nation.

3283 Cesar E. Chavez Avenue (APN: 5178-026-019)

The one-story stucco building (ca. 1924) at 3283 Cesar E. Chavez Avenue is located on a commercial block facing southwest. The building's display windows, with ribbon windows above and recessed entryway, are typical of small, single-story commercial storefronts from the mid-1920s. According to the original 1924 building permit, the building was originally constructed as a store; however, it appears that the property has operated almost continuously as a bakery and/or

2 *"Southland Remembers its Dead in Colorful Tributes," Los Angeles Times, May 31, 1949.*

3 *National Register Bulletin: How to Apply the National Register Criteria for Evaluation, U. S. Department of the Interior, National Park Service, National Register, History and Education.*

Issues

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

food production facility. The business was temporarily closed during a 1943 corn shortage that closed approximately 300 tortillerias in the City of Los Angeles, although it appears to have been reorganized shortly afterwards as the Ideal Tortilla Factory. Ideal Tortilla Factory occupies the property today.

The subject property has not been previously surveyed and therefore was evaluated at the federal, state, and local level as a potential historic resource. As a result of this investigation, the property does not appear eligible for either individual listing or as a contributor to a historic district under any applicable criteria. The property has a lengthy association with a local business, Ideal Tortilla Factory; however, like many other properties that have supported similar small businesses throughout the city, no evidence was found that connected the property with specific events that have made a significant contribution to the broad patterns of history and cultural heritage. The property, known as the Gustave Faist & Gilbert Gonzales Bakery prior to its association with Ideal Tortilla Factory, is notable for supporting the daily activities of a small food production business that has served the local community for decades; however, the historical record does not indicate that either Mr. Faist, Mr. Gonzales, or Ideal Tortilla Factory meet the threshold of significance for their importance in national, state, or local history. Architecturally, the property's design, materials, and fenestration are not unique or outstanding and do not embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic values. The property has not yielded, nor is it likely to yield, information important in prehistory or history. In summary, the property does not appear potentially eligible as an historical resource in the National Register or California Register, or as a City of Los Angeles Historic-Cultural Monument.

3285 Cesar E. Chavez Avenue (APN: 5178-026-020); 3289 Cesar E. Chavez Avenue (APN: 5178-026-021); 3291-3 Cesar E. Chavez Avenue (APN: 5178-026-022)

The industrial warehouse complex at 3285 – 3293 Cesar E. Chavez Avenue consists of several parcels that occupy the east end of a commercial block. The primary building of the complex is a single-story brick commercial building (ca. 1926) with a physical address of 3285 Cesar E. Chavez Avenue. The remaining portion of the property, located on adjoining parcels, functions as a loading, storage, and parking area with ancillary structures for parking and storage.

Historic documentation indicates the primary building of the complex, 3285 Cesar E. Chavez Avenue, has functioned primarily for food production uses. While the building operated as a knitting mill in the 1930s, it has been associated with food-related uses from the 1950s to the present. Extant signage advertising "Corn and Flour Tortillas" identify the building as a former location of the "Brooklyn Manufacturing Plant" for La Gloria Foods Corporation. La Gloria Foods Corporation is a family owned and operated tortilla business that has been located in Los Angeles since its founding in 1954 by Manuel Sanchez Behar.

The adjacent property at 3289 Cesar E. Chavez (ca. 1963) replaced an earlier auto repair garage. Numerous automobile-related businesses have occupied the property at 3291-3293 Cesar E. Chavez from the late 1940s until the late 1980s. The property currently operates primarily as a loading, storage, and parking area for the adjacent tortilla factory.

The subject property has not been previously surveyed, therefore it was evaluated at the federal, state, and local level as a potential historic resource. As a result of this investigation, the subject property does not appear eligible for either individual listing or as a contributor to a historic district under any applicable criteria. No evidence was found that connected the property with events that have made a significant contribution to the broad patterns of history and cultural heritage. None of

Issues

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

the numerous automobile related businesses that have operated on the property appear historically significant. The subject property has an association with Manuel Sanchez Behar, and La Gloria Foods Corporation. However, another location is more identified with the business, the La Gloria Foods Corporation corporate headquarters and factory, located nearby at 3455 E. 1st Avenue. The corporate headquarters has operated at the 1st Avenue location since the early 1960s, soon after the company was founded in 1954. In contrast, the subject property's association with La Gloria Foods Corporation appears primarily related to the daily manufacturing and production operations of La Gloria Foods Corporation. The historical record does not indicate that the property has an association with Manuel Sanchez Behar's productive life as a person important in national, state, or local history. Neither do the property's automobile-related uses appear to have an association with the productive life of a historic person. The property's design and materials are not unique or outstanding and do not embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic values. The property has not yielded, nor is it likely to yield, information important in prehistory or history. In summary, the property does not appear potentially eligible for listing as an historical resource in the National Register or California Register, or as a City of Los Angeles Historic-Cultural Monument.

Analysis of Project-Specific Historic Resource Impacts

The proposed project to redesign the 1920s-era Cincos Puntos/Five Points intersection into a modern roundabout was examined for direct and indirect impacts to potentially eligible historical resources. None of the buildings or memorials evaluated meet the eligibility requirements. No direct impacts to historical resources will result from the proposed project. Regarding indirect impacts, given that the surrounding buildings do not appear to be historical resources, the proposed project would not result in indirect impacts to historical resources.

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

Reference: 14

Comment: A significant impact may occur if the project caused a substantial adverse change to an archaeological resource through demolition, construction, conversion, rehabilitation, relocation, or alteration.

The following analysis of impacts to archaeological resources is based on the Phase I Archaeological and Paleontological Resources Assessment of the Proposed Cesar Chavez Roundabout Project report prepared by PCR Services Corporation, dated March 18, 2009. PCR conducted a cultural resources records search through the California Historical Resources Information System-South Central Coastal Information Center (CHRIS-SCCIC) and a Sacred Lands File (SLF) search through the California Native American Heritage Commission (NAHC) and follow-up Native American consultation to determine potential impacts of the project on archaeological resources. Recent aerial photography shows the study area currently developed with paved roads, sidewalks, parking lots, and landscaping. As a result, there are no exposed areas of the study area where the modern ground surface can be inspected for the existence of surficial resources. Therefore, PCR did not conduct a pedestrian field survey of the study area as part of the assessment.

Results of the Sacred Lands File search through the NAHC did indicate the "presence of numerous Native American cultural resources in the study area." Contact with the Native American groups identified by the NAHC as having affiliation with the study area is on-going. As per NAHC

Issues

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

suggested procedure, follow-up letters were sent via certified mail on December 30, 2008 to the five individuals and organizations identified by the NAHC as being affiliated with the vicinity of the study area to request any additional information or concerns they may have about prehistoric or Native American resources that may be affected by the proposed project. To date, PCR has received one response from Mr. Sam Dunlap of the Gabrielino Tongva Nation. Mr. Dunlap did not mention any additional resources in the vicinity of the study area and had no concerns with the proposed project. PCR has not received a response from any of the remaining four Native American individuals or organizations.

Results of the cultural resources records search through the CHRIS-SCCIC revealed that no prehistoric or Native American resources have been previously recorded within a one-half mile radius of the study area. Two historic-period resources are located within a one-half mile radius of the study area. These resources include the Historic Los Angeles Cemetery (currently known as the Evergreen Cemetery) (P-19-003553) and the associated Chinese Memorial Shrine (P-19-003552). The Chinese Memorial Shrine would not be impacted by implementation of the project as it is located approximately 700 feet away from the study area. In 2005, more than 100 Chinese burials and associated grave goods were unearthed several feet below the surface during construction of the Los Angeles Metro Gold Line Eastside Extension project. The human remains were encountered at the corner of South Lorena Street and East 1st Street less than a quarter-mile south of the study area. The burials were associated with the Historic Los Angeles Cemetery (P-19-003553) whose boundaries extend to the corner of East Cesar Chavez Avenue and South Lorena Street, immediately adjacent to the study area. As a result, it is possible that human burials and/or grave goods associated with P-19-003553 may exist intact below the certain areas of study area. Therefore, to ensure that potentially significant impacts to this resource are reduced to a less than significant level, the following mitigation measures would be implemented.

Mitigation Measures

Mitigation Measure MM-1:

A qualified archaeologist shall monitor all ground-disturbing activities and excavations adjacent to the Historic Los Angeles Cemetery. The archaeologist shall determine whether additional monitoring is warranted beyond the immediately adjacent area. The qualified archaeologist should be familiar with the Chinese burials and associated grave goods (P-19-003553) that were encountered at shallow depths at the corner of South Lorena Street and East 1st Street.

Mitigation Measure MM-2:

If archaeological resources are encountered during implementation of the project, ground-disturbing activities should temporarily be redirected from the vicinity of the find. The archaeologist shall be allowed to temporarily divert or redirect grading or excavation activities in the vicinity in order to make an evaluation of the find and determine appropriate treatment. Treatment will include the goals of preservation where practicable and public interpretation of historic and archaeological resources. All cultural resources recovered will be documented on California Department of Parks and Recreation Site Forms to be filed with the CHRIS-SCCIC. The archaeologist shall prepare a final report about the find to be filed with the City and the CHRIS-SCCIC, as required by the California Office of Historic Preservation. The report shall meet professional standards for the description and interpretation of the resources identified. The City shall designate repositories in the event that significant resources are recovered.

Issues

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

Reference: 14
Comment: A significant impact may occur if grading or excavation activities associated with the proposed project would disturb paleontological resources or geologic features which exist within the project site.

Results of the paleontological resources records search through the Natural History Museum of Los Angeles County (LACM) files indicate that the study area is situated upon surface deposits of younger Quaternary Alluvium. According to the LACM, the surrounding terrain, particularly on the southwestern border of the proposed study area, contains surficial deposits composed of older Quaternary Alluvium. The younger Quaternary Alluvium typically do not contain significant vertebrate fossils, at least in the uppermost layers, and there are no vertebrate fossil localities anywhere nearby from these deposits. However, the younger Quaternary deposits are most likely underlain by older Quaternary Alluvium deposits at a relatively shallow depth, which are known to have highly significant vertebrate fossils. The nearest vertebrate fossil locality in the older Quaternary deposits is LACM 3346, located approximately 1.5 miles east of the study area, which produced specimens of fossil horse (Equus). The next closest vertebrate fossil locality in these sediments is LACM 6204, located 6 miles west-northwest of the study area at the intersection of Wilshire Boulevard and Western Avenue, that produced a fossil specimen of mammoth (Mammuthus). As a result of these findings, the paleontological sensitivity of the study area is considered to be moderate to high. The majority of the proposed project will include shallow excavations (no more than two to three feet) into undisturbed native soils.

There may be localized excavations to a maximum depth of eight feet for storm drain relocations, however this is unlikely to encounter the paleontologically sensitive older Quaternary deposits that underlie the study area. As a result, no impacts to paleontological resources are anticipated. However, for excavations that extend at least 10 feet below the ground surface, a paleontological monitor shall be retained by the City to monitor ground-disturbing activities in these areas associated with implementation of the proposed project.

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

Reference: 14
Comment: A significant impact may occur if grading or excavation activities associated with the proposed project would disturb previously interred human remains.

Results of the cultural resource records search through the CHRIS-SCCIC did not indicate any known Native American burials within the study area, or within a one-half mile radius of the study area. However, as stated above, more than 100 Chinese burials and associated grave goods were unearthed several feet below the surface during construction of the Los Angeles Metro Gold Line Eastside Extension project in 2005. The human remains were identified at the corner of South Lorena Street and East 1st Street less than a quarter-mile south of the study area. The burials were associated with the Historic Los Angeles Cemetery (P-19-003553) whose historic boundaries extend to the corner of East Cesar Chavez Avenue and South Lorena Street, immediately adjacent to the study area. Therefore, to ensure that potentially significant impacts to unknown human remains are reduced to a less than significant level, the following mitigation would be implemented.

Issues

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

Mitigation Measure

Mitigation Measure MM-3:

If human remains are encountered during construction excavation and grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be Native American, the coroner shall contact the California Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall then identify the person(s) thought to be the Most Likely Descendent of the deceased Native American, who may make recommendations for means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. If the above procedures cannot be followed, the City shall then undertake the measures as necessary in accordance with CEQA Guidelines Section 15064.5(e)(2). If the human remains are determined to be associated with the Chinese burials at P-19-003553, then the City shall consult with the Chinese Historical Society of Southern California to help determine what course of action shall be taken in dealing with the remains.

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? References: 5	☐	☐	☒	☐

Comment: A significant impact may occur if the proposed project resulted in or exposed people to adverse effects involving fault rupture, such as from placement of structures or infrastructures within a state-designated Alquist-Priolo Zone or other designated fault zone.

The project site is located in a seismically active area, as is the case throughout the Southern California region. Major faults and fault zones characterize the region. According to the California Geologic Survey (CGS), faults are classified as active, potentially active, or inactive. As outlined in the Alquist-Priolo Earthquake Fault Zoning Map Act, the State of California defines active faults as faults that have historically produced earthquakes or shown evidence of movement within the past 11,000 years (during the Holocene Epoch). Potentially active faults are faults that have shown evidence of the most recent surface displacement within the last 1.6 million years (during the Quaternary-age). Faults with no evidence of movement within the last 1.6 million years are considered inactive. Active faults may be designated as Earthquake Fault Zones under the Alquist-Priolo Earthquake Fault Zoning Act, which includes standards regulating development adjacent to active faults.

In addition, the City of Los Angeles General Plan Safety Element identifies State-designated Fault Rupture Study Zones, which are delineated for each known active and potentially active fault to establish hazard potential. No known active or potentially active faults underlie the project site, nor is the site located within an Alquist-Priolo Earthquake Fault Zone or a Fault Rupture Study Zone Area. As such, the potential for surface ground rupture at the project site is considered low.

Issues

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

The proposed project would be designed and constructed according to current engineering standards, as well as comply with any other applicable city, state, and/or federal requirements. With adherence to applicable regulatory requirements, implementation of the project would not expose people or structures to substantial adverse effects associated with fault rupture. Impacts would be less than significant and no mitigation measures are necessary.

ii) Strong seismic ground shaking? ☐ ☐ ☒ ☐

Reference: 5; 11 Section C1; 15

Comment: A significant impact may occur if the proposed project resulted in or exposed people to adverse effects involving strong ground shaking from fault rupture or seismic hazards.

As stated above, the project site is located within the seismically active region of Southern California. Although the project site is not located on any active faults, there are faults in the region capable of seismic activity. In addition, the area may contain blind thrusts faults, such as those that caused the 1987 Whittier Narrows earthquake and the 1994 Northridge earthquake. Faults within an approximate ten-mile radius of the project site that could result in seismic ground shaking include the Upper Elysian Park Blind Thrust Fault, the Puente Hills Blind Thrust Fault, the Hollywood Fault, the Raymond Fault, and the Newport-Inglewood Fault. Consequently, the potential for the project site to be subject to periodic seismic ground shaking, including events of considerable magnitude, exists. Nonetheless, the project would be designed and constructed in accordance with applicable city, state, and federal requirements as indicated in Response 6 a) i), although the project would not include habitable structures or increase the residential population. Thus, potential impacts associated with seismic ground shaking would be minimized to a less than significant level.

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

Reference: 5; 11 Section C1; 15

Comment: A significant impact may occur if the project resulted in or exposed people to adverse effects involving seismic-related ground failure from liquefaction and other geologic hazards. Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils.

The Seismic Hazard Zones Map for the Los Angeles Quadrangle, produced by the California Department of Conservation, indicates that the project site is not within an area of historic or potential occurrence of liquefaction. Furthermore, the project would not construct new habitable buildings that could be affected by liquefaction or other seismic-related ground failure. Thus, there would be no impact due to seismic-related ground failure, including liquefaction hazards.

iv) Landslides? ☐ ☐ ☐ ☒

Reference: 5; 11 Section C1; 15

Issues

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

Comment: A significant impact may occur if the project resulted in or exposed people to adverse effects involving landslides from geologic hazards.

Landslides tend to occur in loosely consolidated soils, wet soil, and/or rock on sloping terrain. Over-steepened slopes are often prone to collapse when shaken by an earthquake. Water is often a contributing factor to landslide movement, thus springs, landscape irrigation, leaking water lines, and other water sources can influence the creation of landslides and the extent of the damage. The CGS has established criteria to identify seismically-induced landslide areas based on historical instability, whether seismically induced or not; the geologic or geotechnical evaluation of terrain data, strength data, and seismic accelerations; and slope stability analysis. As illustrated on the Seismic Hazard Zones Map for the Los Angeles Quadrangle, produced by the California Department of Conservation, the project site is not located within an area that has a potential for slope instability. The project site and the surrounding vicinity are characterized by a relatively flat topography. No known landslide areas are located near the project site, and the project site is not located in the path of any known active or potential landslides. As such, no impacts would occur.

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

Reference: 11 Section C2

Comment: A significant impact may occur if the proposed project exposed large areas to the erosional effects of wind or water for a prolonged period of time.

Construction activities have the potential to result in minor soil erosion during excavation, grading, and soil stockpiling, and consequently, subsequent siltation and conveyance of other pollutants into municipal storm drains. However, proposed project construction would be required to comply with the requirements of the Municipal National Pollutant Discharge Elimination System (NPDES) Construction Permit and would follow standard City specifications that include compliance with erosion control measures, including grading and dust control measures. Although the NPDES General Construction Permit is intended to address water quality, the Best Management Practices it requires also serve to address erosion effects.

In addition, the proposed project would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP). As part of these requirements, Best Management Practices (BMPs) would be implemented during construction to reduce soil erosion to the maximum extent possible. These BMPs would be designed based on the City of Los Angeles Development Best Management Practices Handbook Part A prepared by the Department of Public Works, Bureau of Sanitation.

During operation of the project, the potential for soil erosion to occur within the areas of the project site to be developed is very limited due to the generally level topography and the limited amount of unpaved surfaces. The project would not result in a substantial change in the amount of pervious areas on site. Rather, the existing paved areas and industrial/warehouse building would be replaced with the expansion of Cesar E. Chavez Avenue, and limited non-paved areas would include landscaping to prevent soil erosion and loss of topsoil.

With implementation of the applicable erosion control measures, impacts regarding wind or waterborne erosion during construction and operation of the project would be less than significant.

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? ☐ ☐ ☐ ☒

Issues

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

Reference: 5, 11 Section C2
Comment: A significant impact may occur if the proposed project is built in an unstable area without proper site preparation or design features, thus posing a hazard to life and property.

As discussed above in Response 6 a), the project site is not identified on the Seismic Hazard Zones Map as being susceptible to liquefaction or landslides. The topography of the area is relatively flat and no slope areas or features exist in the area that could be susceptible to ground failure. No groundwater extraction occurs in the immediate project area such that subsidence would occur, and the project does not involve the extraction of groundwater or other resources that could result in subsidence effects. Therefore, no impacts have been identified.

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: 2
Comment: Expansive soils typically have a high clay content and high shrink-swell potential. Shrinking and swelling of soils underlying a project area may cause structures to become physically unsound or walkways to buckle and become dangerous or difficult to navigate. A significant impact may occur if the proposed project was built upon expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus posing a hazard to life and property.

Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. Shrinking and swelling of soils underlying a project area may cause structures to become physically unsound or walkways to buckle and become dangerous or difficult to navigate. The underlying soil consists of silty clay loam, shaly clay loam, and stony loam. While soils with substantial clay content may exhibit shrink-swell potential when exposed to percolating surface water or high groundwater, groundwater at the project site is approximately 200 feet below ground surface. As such, the potential for impacts related to expansive soils is considered low. Furthermore, the project would not involve the construction of habitable structures that could be affected by expansive soils. Therefore, no impacts would occur in this regard.

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? ☐ ☐ ☐ ☒

Reference: 7, 10
Comment: A significant impact may occur if the proposed project was built on soils that were incapable of adequately supporting the use of septic tanks or alternative waste water disposal system and such a system was proposed.

The proposed project would not generate any wastewater, and therefore would not require the use of existing sewer infrastructure and would not involve the use of septic tanks or alternative wastewater disposal systems. As such, no impacts would occur.

7. GREENHOUSE GAS EMISSIONS – Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ☐ ☐ ☒ ☐

Issues

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

Reference: N/A

Greenhouse gases (GHGs) are those compounds in the Earth's atmosphere that play a critical role in determining the Earth's surface temperature. Specifically, these gases allow high-frequency solar radiation to enter the Earth's atmosphere, but retain the low frequency energy which is radiated back from the Earth to space, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. GHGs include carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). GHGs are the result of natural and anthropogenic activities. According to the California Energy Commission (CEC), emissions from fossil fuel consumption represent approximately 81 percent of all GHG emissions and transportation creates 41 percent of all GHG emissions in California.

GHG emissions were quantified for construction of the proposed project following the general approach outlined in the California Climate Action Registry (CCAR) protocol for calculating and reporting GHG emissions.

For construction activities, GHG emissions were forecasted by developing a reasonable estimate of construction schedule and phasing, and applying published GHG emission factors derived from OFFROAD2007. As shown in Table 2, construction of the proposed project is projected to emit a total of 433 tons of carbon dioxide equivalence (CO_2e). Carbon dioxide equivalence (CO_2e) is a quantity that describes, for a given greenhouse gas, the amount of CO_2 that would have the same global warming potential, when measured over a specified timescale (generally 100 years). Methane has a global warming potential (GWP) of 21 and nitrous oxide has GWP of 310. The 433 tons of CO_2e that would be emitted by this project represents approximately 0.00009 percent of the total state-wide GHG emissions both years. As there are no numeric thresholds to determine the significance of project level incremental increases in greenhouse gas emissions, the listed emissions are provided for information only.

Table 2
Construction Greenhouse Gas Emissions
CO_2e[c] (Metric Tons)

Emission Source	Total CO_2e
GHG Emissions [a]	433
2004 Statewide Total[b]	479,740,000
Net Increase as Percentage of 2004 Statewide Inventory	**0.00009%**

[a] *Compiled using the URBEMIS 2007emissions inventory model.*
[b] *Statewide totals were derived from the CARB Draft California GHG Inventory.*
[c] *All CO_2e factors were derived using the California Climate Action Registry General Reporting Protocol; Version 3.0, April 2008.*
Source: PCR Services Corporation, 2009.

At this time there is no formal guidance under CEQA and no available quantitative standards by

Issues

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

which the approval of a roadway improvement project must be measured to support or hinder attainment of the State's goals relating to GHG reduction. Due to the complex physical, chemical and atmospheric mechanisms involved in global climate change, there is no basis for concluding that the project's very small theoretical emissions increase could actually cause a measurable increase in global GHG emissions necessary to force global climate change. The proposed project is being undertaken to improve mobility and relieve traffic congestion at the affected intersection and surrounding roadway network, which would result in a net decrease in air pollutant emissions, including greenhouse gases. Therefore, due to the nominal amount of temporary GHG emissions estimated for this project and the lack of any evidence for concluding that the project's GHG emissions would be sufficient to influence global climate change the project is not considered to have a significant impact with respect to global climate change on a project-specific basis.

b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases? ☐ ☐ ☒ ☐

Reference: N/A

The City of Los Angeles published the "Green LA, An Action Plan to Lead the Nation in Fighting Global Warming" (LA Green Plan), outlining the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities. According to the LA Green Plan, the City of Los Angeles is committed to the goal of reducing emissions of CO_2 to 35 percent below 1990 levels. One of the planned city actions is to lower the environmental impact and carbon intensity of transportation. By improving mobility and relieving traffic congestion at the affected intersection and surrounding roadway network, the project is consistent with the objectives set forth in the LA Green Plan. Accordingly, the proposed project does not conflict with any applicable plan, policy or regulation. Therefore, the project is not considered to have a significant impact with respect to global climate change.

8. **HAZARDS AND HAZARDOUS MATERIALS** – Would the project:

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

Reference: 12, 11 Section H1, 9

Comment: A significant impact may occur if the proposed project involves the use or disposal of hazardous materials as part of its routine operations and would have the potential to generate toxic or otherwise hazardous emissions.

The proposed project involves street improvements at the affected intersection, and therefore does not include the routine transport, use, or disposal of hazardous materials. No impact is expected in this regard.

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: 12, 11 Section H1

Issues

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

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

The proposed project would not involve the use any hazardous materials during construction or operation of the roundabout. Past land uses on the project site, particularly uses associated with the commercial properties to be acquired, could have resulted in historic releases of hazardous materials or wastes. A Phase I Environmental Site Assessment was conducted to evaluate the project site, including the properties to be acquired, for the potential presence of hazardous materials. This assessment included a government records search, historic records review, interviews with property owners, and site reconnaissance. The Phase I ESA identified specific Recognized Environmental Conditions (RECs) that require further action to adequately address. Specifically, the Phase I ESA concluded the following regarding the project site:

- A gas station was noted on historic Sanborn Maps and building permits located on the corner of Lorena and East Cesar Chavez Avenue (formerly 3293 Brooklyn) and therefore is considered an historic Recognized Environmental Concern (REC). The gas station operated at the site from the 1920s to about the 1950s.

- A battery manufacturer and storage facility, operated in the 1920s to the 1950s, was noted in historic Sanborn Maps and building permits located on the corner of Lorena and East Cesar Chavez Avenue (formerly Brooklyn) and is also considered an historic REC.

- Automotive repair shops are noted in historic building records from the 1920s to the 1960s at 3289 and 3293 Brooklyn (East Cesar Chavez Avenue).

- Significant surface staining was noted in the alley behind the properties located at 3283-3293 East Cesar Chavez Avenue, but the staining is surficial in nature with no large-scale staining observed. This surface staining is therefore considered a de minimus condition and is not considered an REC.

- No information was noted in the regulatory database review, site reconnaissance, interviews or regulatory agency information requests that would indicate that the site has been environmentally impacted by incidents, activities, adjacent site uses, or potential releases or spills that may have occurred on properties located within the vicinity of the site.

The Phase I ESA indicates that the only potential for hazardous materials impacts relate to the historic use of the commercial properties on East Cesar E. Chavez Avenue as a gasoline/service station and a battery manufacturing and storage facility. Accordingly, the Phase I ESA recommends subsurface soil investigations at these properties prior to construction activities to verify that no substantial soil contamination exists on-site. Given the potential for adverse health effects on construction workers if such contamination were to exist at these properties, further investigation of subsurface soils is necessary. As required to meet due diligence standards, pre-construction soil analysis would be conducted to determine if hazardous materials associated with former land uses remain on site. If determined necessary based on the results of soil investigations, remediation of existing contamination would be carried out to the satisfaction of affected regulatory agencies.

In addition, due to their age, the buildings to be demolished may contain asbestos and lead paint. Samples of building materials would be taken and analyzed prior to demolition. If these materials are determined to be present, they would be abated prior to demotion of the buildings. With adherence to applicable regulations, impacts related to the release of hazardous materials into the

Issues

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
environment would be less than significant.				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒

Reference: 11 Section H1
Comment: A significant impact may occur if the proposed project is located within one-quarter mile of an existing or proposed school site and is projected to release toxic emissions which pose a hazard beyond regulatory thresholds.

Although there is one school located within 0.25-mile of the project site's northern boundary, the Malabar Street Elementary School, the proposed project would not involve the use of hazardous materials, substances, or waste. Therefore, there would be no potential for hazardous emissions.

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: 12
Comment: A significant impact may occur if the project site contained hazardous materials that would create a significant hazard to the public or the environment. California Government Code Section 65962.5 requires state agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis.

Based on the results of the government database records search conducted as part of the Phase I ESA, no portion of the project site is listed as a hazardous materials site. Various properties near the project site are listed in the databases for being a permitted facility for Underground Storage Tanks or Aboveground Storage Tanks, which are limited to automotive-related uses and therefore contain gasoline and diesel fuel, which are regulated by the State Water Resources Control Board and do not pose a threat to the project site. Because the project site is not listed as a hazardous materials site in applicable government records databases, no impact is expected in this regard.

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

Reference: 16
Comment: A significant impact may occur if the project site is located within a public airport land use plan area, or within two miles of a public airport, and would create safety hazard.

The closest airport to the project site is the Los Angeles International Airport located approximately 13 miles southwest of the project site. Therefore, no impacts are anticipated.

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?	☐	☐	☐	☒

Issues

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

Reference: 16
Comment: A significant impact may occur if the proposed project is located within the vicinity of a private airstrip and would create a safety hazard for people in the project area.

The project site is not located within the vicinity of a private airstrip or within a designated airport hazard area. No impacts would occur in this regard.

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

Reference: 11 Section H1
Comment: A significant impact may occur if the proposed project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency plan or would generate sufficient traffic to create traffic congestion that would interfere with the execution of such a plan.

The project site would improve traffic flow along Cesar Chavez Avenue, Lorena Street, and Indiana Street enhancing emergency access in the community of Boyle Heights. During construction at least one lane would remain open and access to all properties maintained. As such, implementation of the project would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. Thus, there would be no impact.

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: 11 Section J2
Comment: A significant impact may occur if the proposed project is located in or adjacent to a wildland area and could put persons or structures at risk in the event of a fire.

The project site is located in the urbanized community of Boyle Heights and is not located adjacent to any wildland areas. Therefore, the project would not subject people or structures to a risk of loss, injury, or death as a result of exposure to wildland fires. No impact is expected.

9. HYDROLOGY AND WATER QUALITY – Would the project:

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

Reference: 11 Section D2
Comment: A significant impact may occur if the proposed project discharged water which did not meet the quality standards set by agencies which regulate surface water quality and water discharge into storm water drainage systems.

Construction of the proposed project would require earthwork activities, including grading and finishing of the site to build the roundabout. During precipitation events in particular, construction activities associated with the proposed project would have the potential to result in minor soil erosion during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains. However, as discussed above in Response 6 b), project construction would comply with the requirements of the NPDES State General Construction Activity Stormwater Permit and would implement standard City procedures that include compliance with erosion control

Issues

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

measures, including grading and dust control measures. In addition, the project would require approval of an erosion control plan, as well as a Stormwater Pollution Prevention Plan (SWPPP) by the City of Los Angeles. As part of these requirements, Best Management Practices (BMPs) would be implemented during construction to reduce soil erosion to the maximum extent possible. Since the project would be required to prepare a SWPPP in compliance with applicable regulatory requirements, impacts to water quality during project construction would not be substantial. After construction, the site would be mostly paved with the remaining areas landscaped. Therefore, proposed project impacts related to the violation of water quality standards and waste discharge requirements would be less than significant and no mitigation measures are necessary.

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

Reference: 11 Section D3

Comment: Groundwater is a major component of the water supply for many public water suppliers in the Los Angeles metropolitan area, and is also used by private industries, as well as a limited number of private agricultural and domestic users. A project would normally have a significant impact on groundwater supplies if it were to result in a demonstrable and sustained reduction of groundwater recharge capacity or change the potable water levels sufficiently that it would reduce the ability of a water utility to use the groundwater basin for public water supplies or storage of imported water, reduce the yields of adjacent wells or well fields, or adversely change the rate or direction of groundwater flow.

The proposed project would consist of the reconfiguration of the affected intersection with the construction of a modern roundabout. The project site is currently characterized by impermeable surfaces, with the exception of the landscaped traffic islands. The proposed project would not consist of active land uses that would consume notable amounts of water, and the project site would not be substantially changed with regard to the amount of impermeable surface area relative to existing conditions. As such, the proposed project would not interfere with groundwater recharge or result in a lowering of groundwater levels. No impacts to groundwater would occur.

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

Reference: 11 Section D1; 16

Issues

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

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

The project site is located in a highly urbanized area and is characterized by large expanses of impervious surfaces and limited landscaped areas. Given the relatively flat topography across the site, and the nature of the proposed improvements to the intersection, the drainage pattern of the site would not be substantially changed relative to existing conditions. Furthermore, there are no streams or rivers within the project site or the site vicinity. As such, impacts associated with erosion and siltation due to alterations to existing drainage patterns would be less than significant and no mitigation measures are necessary.

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

Reference: 11 Section D1; 16

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

The proposed project would consist of the reconfiguration of the affected intersection with construction of a modern roundabout. The project site is currently paved and characterized generally by impermeable surfaces, with the exception of the existing traffic islands, which are landscaped with grass and shrubs. Implementation of the proposed project would not substantially change the amount of impervious surface within the project area, and therefore it is not anticipated to significantly alter drainage patterns of the area, or the amount or rate of stormwater runoff. Thus, project development would not alter drainage patterns within the project area such that increased potential for flooding would occur. Therefore, no impacts would occur in this regard.

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

Reference: 11 Section D2, 12

Comment: A significant impact may occur if the volume of the storm water runoff were to increase to a level which exceeded the capacity of the storm drain system serving a project site. A significant impact may also occur if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system.

The proposed project, as previously indicated, would not increase the amount of impervious surfaces or drainage patterns of the project site, and therefore would not increase the amount or rate of runoff from the site. Although some stormwater catch basins and other drainage infrastructure would require relocation as part of proposed construction activities, the amount of runoff contributed to the stormwater drainage facilities in the area would remain similar to existing conditions. As such, the proposed project is not expected to exceed the capacity of the drainage facilities serving the area or any planned stormwater drainage systems. No impacts would occur in this regard.

f) Otherwise substantially degrade water quality? ☐ ☐ ☒ ☐

Issues

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

Reference: 11 Section D2
Comment: A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality.

As previously indicated in Responses 6 a) and 9 b), exposed soils during construction of the proposed project have the potential to be transported via stormwater runoff into local storm drains if not stabilized on-site. However, the proposed project would comply with all applicable NPDES and City requirements, including preparation and implementation of a SWPPP, which requires the implementation of BMPs during construction activities. Compliance with these requirements would ensure that the proposed project would not substantially degrade water quality. Thus, impacts would be less than significant and no mitigation measures are necessary.

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

Reference: 8; 11 Section D1
Comment: A significant impact may occur if the proposed project involves housing and is located within a 100-year flood zone.

The proposed project does not include the development of new housing or any habitable structures that could be affected by flood flows, and as previously indicated, the project site is not located within a designated 100-year flood zone (per FEMA Flood Insurance Rate Map No. 06037C1637F). Thus, no impacts would occur in this regard.

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

Reference: 8; 11 Section D1
Comment: A significant impact may occur if the proposed project were located within a 100-year flood zone and would impede or redirect flood flows.

As described in Response 9 g), the project site is not located within a FEMA 100-year flood zone and is not subject to flooding during 100-year storm events (a rain storm with a one percent chance of occurring in any given year). Furthermore, the project does not involve any structures that could impede or redirect any flood flows. As such, no impacts are anticipated.

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

Reference: 8, 10, 11 Section D1

Issues

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

Comment: A significant impact may occur if the proposed project were located in a flood prone area, including floods caused by the failure of a dam or levee.

The nearest dam is Elysian 6-006 Dam located approximately seven miles north of the project site. However, as illustrated on Exhibits F and G in the Safety Element of the General Plan, the project site is not located within an area where localized flooding may occur during severe storm events, within a coastal area susceptible to flooding, or in an inundation area in the event the Elysian 6-006 Dam failed. Furthermore, all dams and reservoirs in the City have been retrofitted pursuant to the 1972 State Dam Safety Act, and therefore failure of this facility is considered unlikely. Therefore, no impacts would occur in this regard.

j) Inundation by seiche, tsunami, or mudflow? ☐ ☐ ☐ ☒

Reference: 10; 11 Section C1; 24

Comment: A significant impact may occur is the proposed project was located in an area with inundation potential due to seiche, tsunami, or mudflow.

The project site is located approximately 20 miles east of the Pacific Ocean, making inundation by a tsunami unlikely. Furthermore, there are no enclosed water bodies within the vicinity of the project site where seiche effects could occur. The project site is located in an area of relatively flat topography, and therefore no potential source of mudflows has been identified. As such, no impacts are expected.

10. LAND USE AND PLANNING – Would the project:

a) Physically divide an established community? ☐ ☐ ☐ ☒

Reference: 11 Section A2

Comment: A significant impact may occur if the proposed project were sufficiently large or otherwise configured in such a way as to create a physical barrier within an established community.

The proposed project would consist of the reconfiguration of the intersection through construction of a modern roundabout, in order to relieve traffic congestion at the intersection and improve mobility along East Cesar E. Chavez Avenue, Lorena Street, and Indiana Street. As such, no impacts would occur.

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: 10, 11 Section A1, 28

Comment: A significant impact may occur if the proposed project were inconsistent with the General Plan designations or zoning currently applicable to the project site and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate.

The City portion of the project site is located within the Boyle Heights Community Plan area. This plan calls for infrastructure improvements to meet existing deficiencies, including traffic system improvements and parks, open space, and recreational facilities, while preserving the unique character of the community. Given the age of the Boyle Heights community and the subsequent development of four major freeways bisecting the planning area, infrastructure improvements have

Issues

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

not kept pace with development and intensification of land uses within the community. As such, among other issues, traffic system components such as the E. Cesar E. Chavez Avenue/Lorena Street/Indiana Street intersection are operating at a deficient level. The proposed project would serve to achieve the overall circulation objectives of the Boyle Heights Community Plan by improving traffic flow in the area, improving pedestrian and bicycle mobility and safety, and enhancing the visual character of the community by providing a central island with a range of landscaping opportunities. Therefore, the proposed project is consistent with the plan, and no adverse impacts are anticipated in this regard.

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

Reference: 10, 11 Section G, 21
Comment: A significant impact may occur if the proposed project conflicts with a habitat conservation plan or natural community conservation plan adopted for the area surrounding the project location.

As discussed in Response 4 b), the project site is currently characterized by an intersection, associated landscaped traffic islands, and commercial buildings. No habitat conservation plans or natural community conservation plans apply to the project site or the surrounding area. No impacts would occur.

11. MINERAL RESOURCES – Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? ☐ ☐ ☐ ☒

Reference: 10; 11 Section C4
Comment: A significant impact may occur if the proposed project were located in an area used or available for extraction of a regionally-important mineral resource, if the project converted an existing or potential regionally-important mineral extraction use to another use, of if the project affected access to a site used or potentially available for regionally-important mineral resource extraction.

There are no known mineral resource areas in the project area. Therefore, implementation of the proposed project would not result in the loss of availability of a known mineral resource of value to the region and residents of the state. No impacts would occur.

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: 10
Comment: A significant impact may occur if a project is located in an area used or available for extraction of a locally-important mineral resource as delineated on a local general plan, specific plan or other land use plan.

As discussed in Response 11 a), the proposed project area does not contain any known mineral deposits and therefore it would not result in the loss of availability of a locally important mineral resource recovery site. No impact is expected in this regard.

12. NOISE – Would the project result in:

Issues

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
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: 11 Sections I1, I2, I3, and I4

Issues

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

Comment: A significant impact may occur if the proposed project generated noise levels that exceeded the standards for ambient noise as established by the general plan and municipal code and/or exposed persons or sensitive uses to increased noise levels. Noise sensitive uses may include residences, transient lodging, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheatres, playgrounds, and parks.

Ambient noise levels in the project area were measured at two selected noise sensitive receptors, a residence on the south side of Cesar E. Chavez Avenue between Indiana Street and North Alma Avenue (identified in this analysis as R1), and a residence on the northwest side of Lorena Street between East Cesar E. Chavez Avenue and North Indiana Street (identified as R2), to establish the baseline ambient noise levels. The measured ambient noise levels in the project area were recorded on January 5, 2009 and ranged from 63 dBA* at noise measurement location R2 to 71 dBA at noise measurement location R1. The existing ambient noise environment in the project area is affected mainly by automobile and truck traffic on the adjacent roadways.

Noise impacts from construction are generally a function of the noise generated by construction equipment, the location and sensitivity of nearby land uses, and the timing and duration of the noise generating activities. During construction, the project would increase general ambient noise levels from the use of heavy equipment (i.e., excavator, backhoe, loader, grader, pavers and roller) for demolition, site grading, and road construction. The project construction noise levels were calculated at the noise sensitive receptors using a mix of typical construction equipment and using construction equipment reference noise levels as published by the Federal Highway Administration (FHWA)[4].

Construction activities are anticipated to generate noise levels up to 89 dBA at adjacent residential receptors along Cesar E. Chavez Avenue (R1) and Lorena Street (R2). The estimated 89-dBA noise level represents the worst-case condition when heavy construction equipment would be operating in close proximity to these receptors (i.e., within 10 feet). Construction noise levels at adjacent noise sensitive receptors would diminish as construction equipment operates further away. In general, in an outdoor environment, the noise levels diminish at a rate of approximately 6 dBA per doubling of distance, and therefore a noise level of 89 dBA at 10 feet would be approximately 83 dBA at 20 feet, 77 dBA at 40 feet, and 71 dBA at 80 feet.

Although construction activities have the potential to increase ambient noise levels above the 5-dBA suggested threshold at a noise sensitive use during construction hours (per L.A. CEQA Thresholds Guide 2006), construction of the proposed project would not result in a significant noise level impact to adjacent residential uses given compliance with the City's Noise Ordinance and standard construction practices. Construction activities would be limited to allowable construction hours, per the Noise Ordinance, and construction activities would be carried out in compliance with applicable City standards. As such, impacts would be less than significant and no mitigation is required.

** A-weighted decibel (dBA): an overall frequency-weighted sound level in decibels which approximates the frequency response of the human ear.*

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

Reference: 11 Sections I1, I2, I3, and I4

4 *Roadway Construction Noise Model, Federal Highway Administration, 2006*

Issues

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

Comment: A significant impact may occur if the project resulted in or exposed people to excessive groundborne vibration or groundborne noise levels during construction or operation. This would include excessive groundborne vibration or noise which causes structural damage or displaces objects in nearby buildings.

Construction activities associated with the project could generate groundborne vibration from heavy equipment. However, these effects would be temporary and short-term in nature and would comply with applicable noise standards of the municipal code. The project construction would not include any machinery or equipment on a routine basis that would result in long-term groundborne vibration or noise. As such, impacts are considered to be less than significant.

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

Reference: 11 Sections I1, I2, I3, and I4

Comment: A significant impact may occur if the proposed project were to result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the proposed project.

Based on field noise measurement and observation (made by PCR on January 5, 2009), the ambient noise levels in the project vicinity are dominated by vehicular traffic along Cesar E Chavez Avenue, Lorena Street, and Indiana Street and this would continue after construction of the project. The project is a reconfiguration of the existing interchange and is not expected to generate additional traffic. Despite the improved traffic flow brought about by the proposed reconfiguration, the cruise speed of vehicular traffic through the intersection would be reduced, and vehicular noise would be reduced overall. This is because the removal of the stop lights at the intersection would eliminate the stop-and-go traffic condition, which would reduce the traffic noise level by eliminating the car acceleration related noise.[5] Therefore, the proposed project would not increase the ambient noise levels in the vicinity of the project site. As such, no adverse noise level impacts would occur from implementation of the proposed project.

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

Reference: 11 Sections I1, I2, I3, and I4

Comment: A significant impact may occur if the proposed project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the proposed project.

Refer to discussion under 11 a) and c) above.

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

Reference: 16

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5 FHWA's Traffic Noise Model (TNM)

Issues

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

Comment: A significant impact may occur if the project is located within an airport land use plan or within two miles of a public airport and people residing or working in the project area would be exposed to excessive noise levels.

The project site is not located within an airport land use plan or within two miles of a public airport. No impact is expected in this regard.

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: 16
Comment: A significant impact may occur if the project is located in the vicinity of a private airstrip and people residing or working in the project area would be exposed to excessive noise levels.

The proposed project is not located within the vicinity of a private airstrip. No impact is expected in this regard.

13. POPULATION AND HOUSING – Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? ☐ ☐ ☐ ☒

Reference: 11 Section B2
Comment: A significant impact may occur if the proposed project induced substantial population growth in an area, either directly or indirectly.

The project proposes the construction of a roundabout to reduce the complexity of the intersection and improve traffic flow and level of service. The project does not include any active land uses and thus would not directly or indirectly generate growth within the City. No impacts would occur in this regard.

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

Reference: 11 Section B2
Comment: A significant impact may occur if the proposed project would result in the displacement of existing housing units, necessitating construction of replacement housing elsewhere.

As stated in Response 13 a), the proposed project would construct a roundabout to improve traffic flow at the affected intersection. The project would not displace existing housing and would not require replacement housing elsewhere. Therefore, no impacts would occur.

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

Reference: 11 Section B2

Issues

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

Comment: A significant impact may occur if the proposed project resulted in displacement of a substantial number of people.

As stated in Response 13 a) and b), the proposed project would construct a roundabout to improve traffic flow at the affected intersection. Although the project would remove several commercial buildings to accommodate the roundabout, it would not displace people, necessitating the construction of replacement housing elsewhere. Therefore, no impacts would occur.

14. PUBLIC SERVICES –

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

i) Fire protection? ☐ ☐ ☐ ☒

Reference: 11 Section J2
Comment: A significant impact may occur if the City of Los Angeles Fire Department (LAFD) could not adequately serve the proposed project based on response time, access, or fire hydrant/water availability.

The City of Los Angeles Fire Department provides fire protection services for the project site. The closest fire station is Fire Station No. 2, located at 1962 East Cesar E Chavez Avenue, approximately 1.4 miles northwest of the project site. However, since the proposed project would not include any active land uses, it is anticipated that the demand for fire protection would be identical to current conditions. Therefore, no impacts would result.

ii) Police protection? ☐ ☐ ☐ ☒

Reference: 11 Section J1
Comment: A significant impact may occur if the proposed project resulted in an increase in demand for police services that would exceed the capacity of the police department responsible for serving the site.

Police protection services to the project site are provided by the City of Los Angeles Police Department. The Hollenbeck police station would serve the project site and is located at 1936 East 1st Street, approximately 1.6 miles northwest of the project site. However, as the proposed project would not result in an increase to the residential population or employees within the project area, the demand for police protection services would remain consistent with current levels. Therefore, no impacts would occur to police protection services.

iii) Schools? ☐ ☐ ☐ ☒

Reference: 11 Section J3

Issues

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

Comment: A significant impact may occur if the proposed project induced substantial employment or population growth, which could generate demand for school facilities that exceed the capacity of the school district responsible for serving the project site.

The proposed improvement project would develop a new roundabout to reduce the complexity of the intersection and alleviate traffic conditions. As the project would not generate growth, it would not generate additional demand for school facilities. Therefore, the project would not result in any impacts to schools.

iv) Parks? ☐ ☐ ☐ ☒

Reference: 11 Section J4
Comment: A significant impact may occur if the available parks and recreation services could not accommodate the population increase resulting from the implementation of the proposed project.

The City of Los Angeles Department of Recreation and Parks is responsible for the provision, maintenance, and operation of public recreational facilities for the City. As the project would not result in an increase to the residential population or the employees in the project area, the demand for park services and recreational facilities would not be affected. No impact is expected in this regard.

v) Other public facilities? ☐ ☐ ☐ ☒

Reference: 11 Section J5
Comment: A significant impact may occur if the proposed project could generate demand for the need for other public facilities, which exceeds the capacity available to serve the project site.

Other public facilities include library systems and other public roads. Library facilities servicing the project area are provided by the Los Angeles Public Library (LAPL). As the proposed project would not result in an increase to the residential population of the proposed project area, the proposed project would not create a demand for library facilities. Thus, no impacts to library services would result from project implementation.

During construction activities, it is possible that the use of secondary roadways in surrounding neighborhoods would be increased due to the temporary reduction in vehicle capacity at the affected location. However, the use of alternative roadways would be temporary, would not be excessive, and would not necessitate the upkeep of such facilities beyond normal requirements. Since the project would improve the existing intersection to reduce traffic congestion, pollution, and accidents, people and goods would be able to move throughout the region more efficiently. Therefore, the proposed project would not result in impacts on other governmental services.

15. RECREATION –

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

Reference: 11 Section J4
Comment: A significant impact may occur if the proposed project includes substantial employment or population growth which could generate demands for public parks and recreational facilities that exceed the capacity of those that currently exist.

Issues

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

As discussed above in Response 14 a) iv), the proposed project does not include land uses that would increase the population of the area. Thus, the proposed project would not result in an increase in the use of existing neighborhood and regional parks or other recreational facilities that would result in the substantial deterioration of such facilities. Therefore, no impacts would occur.

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: 11 Section J4
Comment: A significant impact may occur if the proposed project includes the construction or expansion of recreational facilities or necessitates the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

No recreational facilities are included in the proposed project and the proposed roundabout would not require the construction of recreational facilities. No impact is expected in this regard.

16. TRANSPORTATION/TRAFFIC – Would the project:

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

Reference: 11 Sections F1, F2, F3, F4, and F8
Comment: A significant impact may occur if the proposed project causes an increase in traffic that exceeds the capacity of the street system.

The proposed project would consist of the reconfiguration of the affected intersections located along East Cesar E. Chavez Avenue at Lorena Street and at Indiana Street through construction of a modern roundabout. The proposed roundabout would provide two travel lanes in each direction, and is intended to alleviate current traffic system deficiencies at this location.

The intersection currently has an existing Average Daily Traffic (ADT) volume of 37,300 with an A.M. and P.M. peak hour volume of 3,037 and 3,170, respectively. As shown below in Table 3, the volume per capacity (V/C) ratio during the AM and PM peak hour is at 0.92 and 1.35 with level of service (LOS) of D and F, respectively. Without the proposed improvements, the intersection would have an AM and PM peak hour V/C ratio of 1.28 and 1.63, respectively, with an LOS of F. Furthermore, as shown in Table 4, the intersection currently has an A.M. peak hour delay of 36 vehicles, which would increase to 150 vehicles by the year 2030 without the proposed improvements. The P.M. peak hour delay is currently 87 vehicles, which would increase to 186 vehicles by the year 2030 without the proposed improvements.

Issues

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

Table 3 Intersection Level of Service (LOS)							
	Hour	Existing		2030 Without Project		2030 With Project	
		V/C	LOS	V/C	LOS	V/C	LOS
Cesar Chavez Avenue from Indiana Street to Lorena Street	AM	0.92	D	1.28	F	0.32	B
Cesar Chavez Avenue from Indiana Street to Lorena Street	PM	1.35	F	1.63	F	0.39	B
Source: City of Los Angeles Department of Transportation, 2008							

Table 4 AM and PM Peak Hour Delay (Vehicles per Hour)				
	Hour	Existing	2030 Without Project	2030 With Project
Cesar Chavez Avenue from Indiana Street to Lorena Street	AM	36	150	6
Cesar Chavez Avenue from Indiana Street to Lorena Street	PM	87	186	9
Source: City of Los Angeles Department of Transportation, 2008				

Thus, with the implementation of the proposed roundabout at the intersection of East Cesar E. Chavez Avenue at Lorena Street and Indiana Street, the V/C ratio would improve during the AM and PM peak hours to a ratio of 0.32 and 0.39, respectively; and would also improve the LOS of D and F to B. The proposed roundabout improvement would also decrease the AM and PM peak hour delay from respectively 36 and 87 vehicles per hour, to six and nine vehicles per hour. In addition, Cesar E. Chavez Avenue serves as a major truck route to the Los Angeles County Congestion Management Program (CMP) network, which connects to Alameda Street, Santa Monica Freeway, and the Santa Ana Freeway. Thus, as the proposed project would improve the existing traffic load and capacity of the existing intersection, no adverse impacts to the flow of traffic would occur once the improvements are completed.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? ☐ ☐ ☐ ☒
Reference: 11 (Sections I1 and I2)
Comment: A significant impact may occur if the proposed project conflicts with the congestion management program standards established by Metro, the county congestion management agency, for designated roads or highways.

Given the nature of the proposed intersection improvements, no additional vehicle trips would be generated by the proposed project. As previously discussed, levels of service would be improved, and therefore the project would have an overall beneficial impact on traffic, including impacts to CMP facilities. As such, the proposed project would not exceed a level of service standard, or adversely affect any Los Angeles County CMP facilities, either individually or cumulatively. No impacts to CMP facilities would occur.

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: 16

Issues

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

Comment: A significant impact may occur if the proposed project changes air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

The proposed project would consist of the construction of a modern roundabout. The project site is not located in the vicinity of a public or private airstrip. Therefore, implementation of the project would not result in air safety risks. No impacts are expected in this regard.

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

Reference: 11 Section F5
Comment: A significant impact may occur if the proposed project substantially increases road hazards due to a design feature or introduced incompatible uses.

The project proposes to construct a modern roundabout. According to recent traffic accident data, there were a total of 32 accidents occurring at the project location in a six year period from January 1, 2000 to December 31, 2005.[6] Of these, 25 accidents occurred during daylight hours in which many of the accidents were head-on/right angle or hitting a fixed object. Many of these serious accidents occurred due to the poor alignment of the roadway at the project location. The accident rate at this intersection was calculated to be 4.9 accidents per million vehicles. The construction of the proposed roundabout would adopt modern roundabout technology that has resulted in a dramatic reduction in injury accidents and in traffic delays. The reduced speeds required at roundabouts have also been shown to be the primary cause of improved safety while the reduced number of conflict points as compared to conventional intersections have also improved safety.[7] Thus, with the proposed intersection improvements, it is anticipated that the number of accidents would drop significantly with the reduction of conflict points including, head-on, right-angle, and fixed object collisions. As such, the proposed improvements would be beneficial, and therefore no impact would occur in this regard.

e) Result in inadequate emergency access? ☐ ☐ ☐ ☒

Reference: 11 Sections F5, F8, and J2
Comment: A significant impact may occur if the proposed project results in inadequate emergency access.

As stated above, the project would improve traffic flow capacities and decrease traffic delays significantly. With this improvement, emergency vehicles would have better access through Cesar E. Chavez Avenue and would better connect Boyle Heights to Downtown Los Angeles and other nearby communities. Throughout construction activities, at least one lane would remain open to traffic and access to all properties would be maintained, which would preclude the potential for inadequate access for emergency vehicles. As such, no impacts related to emergency access would occur.

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6 City of Los Angeles. "Project Study Report Equivalent for the Cesar Chavez Ave./Lorena St./Indiana St. Intersection Improvements." January 23, 2007.

7 Ibid.

Issues

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
f) Result in inadequate parking capacity?	☐	☐	☐	☒

Reference: 11 Sections F5 and F7
Comment: A significant impact may occur if the proposed project resulted in inadequate parking capacity based upon City Code requirements.

The proposed project would improve the design of an existing intersection and does not include any active land uses that require parking. As such, no parking would be required for the proposed project once completed. However, the proposed roundabout requires the acquisition of several commercial properties and removal of limited existing parking located on the north side of East Cesar E. Chavez Avenue in front of the affected properties. Despite the removal of approximately 90 feet of on-street parking spaces and 40 feet of loading zone spaces, the proposed project would not result in inadequate parking capacity in the project area. Therefore, no impacts would occur in relation to parking capacity.

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

Reference: 11 Sections F5 and F7
Comment: A significant impact may occur if the proposed project conflicts with adopted policies, plans, or programs supporting alternative transportation.

The project site is located in the community of Boyle Heights, an area well served by alternative transportation. The Metro Transportation Authority (MTA) and the LADOT Downtown Area Short Hop (DASH) system provide bus transportation within the area. Existing bus stops at the affected intersection include one stop on the east side of Lorena Street just south of Brooklyn Place, and two stops on East Cesar E. Chavez Avenue east of Indiana Street on the north and south sides of the street, respectively. Based on the location of these bus stops, the proposed project would not require their relocation or affect bus service in the area following project construction. Any necessary coordination will be conducted with MTA. Furthermore, the project would improve traffic flow and existing delays at the affected intersection relative to existing conditions. As such, the effect of the project would be beneficial, and no adverse impact would occur.

17. UTILITIES AND SERVICE SYSTEMS – Would the project:

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

Reference: 11 Section K2
Comment: A significant impact may occur if the proposed project exceeds wastewater treatment requirements of the Regional Water Quality Control Board, the local regulatory governing agency.

The proposed project would create a new roundabout to improve traffic conditions along Cesar Chavez Avenue, Lorena Street and Indiana Street. The project would not generate wastewater. As such, no impacts related to wastewater treatment facilities or waste discharge requirements would occur.

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

Issues

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

Reference: 11 Sections K1 and K2
Comment: A significant impact may occur if the proposed project requires construction of new water or wastewater treatment facilities or expansion of existing facilities.

As discussed in Response 17 a), the proposed project does not include any active land uses that would result in water consumption or wastewater generation. Therefore, the project would not require additional water or wastewater treatment facilities, or the expansion of existing facilities. As such, no impacts would result in this regard.

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: 11 Section D1
Comment: A significant impact may occur if the volume of storm water runoff from the proposed project increases to a level exceeding the capacity of the storm drain system serving the project site.

The existing project site is currently served by adequate storm water drainage facilities. The proposed project would reconfigure the existing intersection, which would require relocation of existing stormwater catch basins and other infrastructure. However, the relocation of catch basins would be carried out as part of overall construction activities associated with the proposed roundabout, and would connect to existing storm drains. Given the limited scope of storm drain relocation activities, impacts would be less than significant and no mitigation measures would be required.

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

Reference: 11 Section K1
Comment: A significant impact may occur if the proposed project would exceed the existing water supplies available to serve the project.

The proposed project would not create any additional demand for water as landscaping irrigation would be required in amounts comparable to existing conditions. No impact to water supplies would result.

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

Reference: 11 Section K2

Issues

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

Comment: A significant impact may occur if the proposed project would increase wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded.

As discussed in Response 17 a), the proposed project would not generate any wastewater. The proposed project would actually reduce the amount of wastewater generated in the project area, as it would remove several existing commercial uses from the site that currently contribute wastewater to the City's conveyance and treatment system. Given the net reduction in on-site wastewater generation, the proposed project would not adversely affect wastewater treatment capacity, and no impacts would occur in this regard.

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

Reference: 11 Section K3
Comment: A significant impact may occur if the proposed project were to increase solid waste generation to a degree that existing and projected landfill capacities would be insufficient to accommodate the additional solid waste.

The proposed project would generate construction debris from demolition of the buildings and existing streets, but would not produce any solid waste during operation. However, this waste would be recycled or disposed of in existing landfills. As such, impacts would be less than significant and no mitigation measures are required.

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

Reference: 11 Section K3
Comment: A significant impact may occur if he proposed project would generate solid waste that was not disposed of in accordance with applicable regulations.

The proposed project would be required to comply with applicable regulations related to solid waste, including those pertaining to waste reduction and recycling. Since the project would not generate a residential or employee population, the only solid waste generated would be during construction activities. Since the proposed project would comply with federal, state, and local statutes and regulations related to solid waste, no adverse impacts would result from project implementation.

Issues

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

18. MANDATORY FINDINGS OF SIGNIFICANCE –

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

Reference: N/A
Comment:

The project site is located within an urbanized area of Los Angeles and does not contain any known sensitive habitats or special status species. As the existing site environment is developed and characterized by high levels of human activity, the proposed project is not expected to adversely affect any biological resources that may exist in the area. In addition, as described above, results of the research conducted for the project site indicate that there are no historical resources located on-site that are eligible for listing, though potential archaeological resources are known to exist in the project area. However, the proposed project would not detract from the significance of such resources with implementation of applicable mitigation measures. As such, impacts would be less than significant.

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

Reference: N/A
Comment:

The potential for cumulative impacts occurs when the independent impacts of the proposed project are combined with the impacts of other development projects in proximity of the project site to result in greater impacts than the proposed project alone. The proposed improvement project would reduce traffic congestion, pollution and potential accidents, and would not result in additional residential population or increase employment in the area. Because any cumulative impacts would only relate to temporary construction activities, no project-related cumulative impacts would occur, and the project's contribution to cumulative effects would not be considerable.

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

Reference: N/A
Comment:

The proposed project would not cause any significant environmental impacts, either short-term or long-term.

Issues

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
d) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Reference: N/A
Comment:

The proposed project would improve traffic flow and associated noise, air quality, traffic, and secondary impacts such as vehicular and pedestrian safety. As such, the proposed project would not result in any adverse effects on human beings, either directly or indirectly.

V. PREPARATION AND COORDINATION/CONSULTATION

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City of Los Angeles Department of Transportation	Irwin Chodash, Transportation Engineer Larisa Bolotsky, Transportation Engineering Associate III

VI. MITIGATION MEASURES

Mitigation Measure MM-1:

A qualified archaeologist shall monitor all ground-disturbing activities and excavations adjacent to the Historic Los Angeles Cemetery. The archaeologist shall determine whether additional monitoring is warranted beyond the immediately adjacent area. The qualified archaeologist should be familiar with the Chinese burials and associated grave goods (P-19-003553) that were encountered at shallow depths at the corner of South Lorena Street and East 1st Street.

Mitigation Measure MM-2:

If archaeological resources are encountered during implementation of the project, ground-disturbing activities should temporarily be redirected from the vicinity of the find. The archaeologist shall be allowed to temporarily divert or redirect grading or excavation activities in the vicinity in order to make an evaluation of the find and determine appropriate treatment. Treatment will include the goals of preservation where practicable and public interpretation of historic and archaeological resources. All cultural resources recovered will be documented on California Department of Parks and Recreation Site Forms to be filed with the CHRIS-SCCIC. The archaeologist shall prepare a final report about the find to be filed with the City and the CHRIS-SCCIC, as required by the California Office of Historic Preservation. The report shall meet professional standards for the description and interpretation of the resources identified. The City shall designate repositories in the event that significant resources are recovered.

Mitigation Measure MM-3:

If human remains are encountered during construction excavation and grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be Native American, the coroner shall contact the California Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall then identify the person(s) thought to be the Most Likely Descendent of the deceased Native American, who may make recommendations for means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. If the above procedures cannot be followed, the City shall then undertake the measures as necessary in accordance with CEQA Guidelines Section 15064.5(e)(2). If the human remains are determined to be associated with the Chinese burials at P-19-003553, then the City shall consult with the Chinese Historical Society of Southern California to help determine what course of action shall be taken in dealing with the remains.

VII. DETERMINATION - RECOMMENDED ENVIRONMENTAL DOCUMENTATION

A. Summary

The proposed project would reconfigure the existing five-legged, signal/stop sign controlled intersection located along Cesar E. Chavez Avenue at Lorena Street and at Indiana Street into a modern roundabout with a large, oval central median and several smaller islands, which would deflect traffic into the proper lanes. Traffic from Cesar E. Chavez Avenue, Lorena Street and Indiana Street would yield when entering the roundabout and would travel in a counter-clockwise path around the central median, exiting onto Cesar E. Chavez Avenue, Lorena Street or Indiana Street.

The oval central median would be approximately 145 feet long and 115 feet wide. There would also be two smaller islands in the southern portion of the intersection, one island to the west of Lorena Street and one island between Lorena Street and Indiana Street as well as five splitter islands separating opposing traffic lanes at each leg of the intersection. The islands would be landscaped as space and operational needs allow. The landscaping of the large central median, traffic islands, and splitter islands are expected to consist of lawn and shrubs to meet the visibility and operational needs of the roundabout.

The alley that runs parallel to and north of Cesar E. Chavez Avenue would be closed to vehicular traffic at Lorena Street. A turn-around area would be provided at the closed end of the alley. The west side of Lorena Street, north of the alley, would be reconfigured into a cul-de-sac. Access to all properties would be maintained and the cul-de-sac would have sufficient room for vehicles to turn around. On-street parking adjacent to the residences would remain.

The splitter islands would separate the entering and exiting traffic lanes as well as deflect and slow traffic entering the roundabout. The splitter and the traffic islands would be raised, but would have openings to provide accessibility for pedestrians in compliance with the American Disability Act. Pedestrians would cross the traffic lanes, waiting on the splitter islands or traffic islands until it is safe to cross the remaining traffic lanes. There would be a pedestrian cross walk at the south side of Lorena Street.

The two existing islands, which contain several veterans' memorials, would be removed. The proposed project would create a large, oval central median and several smaller traffic islands. The existing veterans' memorials would be dismantled and properly stored off-site until reinstallation. This project does not include reinstallation of the existing memorials. However, the City is designing the islands in coordination with representatives of various veterans organizations, who are developing a project that would design, fabricate, and install a new large veterans' memorial and would reinstall some or all of the dismantled veterans' memorials. The representatives of the veterans' organizations plan to install a new large veterans' memorial and some of the dismantled veterans' memorials in the large central median. They are also planning to reinstall some of the dismantled veterans' memorials at the new, smaller traffic island along Brooklyn Place. Although the new monument and reinstallation of dismantled veterans' memorials are not a part of this project, the topography and landscaping of both the oval, central median and the modified

traffic island along Brooklyn Place would be designed to meet both the operational needs of the modern roundabout and the future plans of installing a new memorial and reinstallation of the dismantled veterans' memorials. Power service would also be provided at the central median and the traffic island to facilitate future lighting for the veterans' monuments.

In order to provide adequate right-of-way for the proposed improvements, property acquisitions would be required for various properties located adjacent to the existing right-of-way. Specifically, commercial properties at 3283, 3285, 3287, 3289, 3291, and 3293 Cesar E. Chavez Avenue would be acquired and all buildings demolished to allow for construction of the western portion of the proposed roundabout. The portions of the parcels not needed for the reconfigured intersection are expected to be surplus city property, available to be sold to a private party. However, while the property is city-owned, it would be secured and maintained. Additionally, portions of the properties located at the northeast and southeast corners of Cesar E. Chavez Avenue and Indiana Street would also be necessary to provide adequate right-of-way for the construction of the roundabout and to provide adequate visibility for motorists, as shown in Figure 4.

As part of the proposed project, affected infrastructure and landscaping would be replaced or relocated to accommodate the new intersection layout, including but not limited to storm drains, power poles, maintenance access holes, and street lights. Additionally, given the nature and function of the proposed roundabout, the existing traffic signals at the intersection would be removed, as they would no longer be needed to control intersection operation. One street tree along Cesar E. Chavez Avenue and a few private property trees in the parking lot at the northeast corner are expected to require removal. Removed street trees would be replaced at a ratio of 2 to 1, in compliance with the City's street tree policy.

Construction of the proposed project is anticipated to commence no sooner than summer, 2012 and is expected to take approximately two years.

B. Recommended Environmental Documentation

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

Prepared By: _____
PCR Services Corporation

Reviewed By: _____
Catalina Hernandez
Environmental Specialist II

Approved by: _____

James E. Doty, Acting Manager
Environmental Management Group

VIII. REFERENCES

1. American Public Works Association, Southern California Chapter. *Standard Specifications for Public Works Construction*.

2. California Building Standards Commission, 1994. *Uniform Building Code*, [*California Code of Regulations*, "Title 24, Part 2"]. Table 18-1-B.

3. California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program. *Important Farmland in California, 2002*, August 2004. Available online at http://www.consrv.ca.gov/DLRP/fmmp/images/fmmp2002_200.pdf.

4. California Department of Fish and Game, *Natural Diversity Database, RareFind Version 3.1.0.* 2008.

5. California, State of, Department of Conservation, Division of Mines and Geology, *Official Map of Seismic Hazard Zones*, Los Angeles Quadrangle, March 25, 1999, available online at http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_la.pdf.

6. California, State of, Department of Transportation, Landscape Architecture Program, *California Scenic Highways*, available on line at http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm

7. Campbell, Russell H. and Yerkes Robert F., *Preliminary Geologic Map of the Los Angeles 30' x 60' Quadrangle, Southern California*, 2005.

8. Federal Emergency Management Agency, Flood Insurance Rate Map, Community Panel number 06037C1637F, December 2, 1980.

9. Los Angeles, City of, Bureau of Engineering, Wye Maps.

10. Los Angeles, City of, Department of City Planning, *General Plan*, including community plans and technical elements.

11. Los Angeles, City of, Department of Environmental Affairs, *L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles*, 2006.

12. Ninyo & Moore, *Phase I Environmental Site Assessment East Cesar Chavez Avenue and Indiana Street, Los Angeles, California*, February 25, 2009.

13. PCR Services Corporation, *Historic Resources Assessment for the Cesar*

Chavez/Lorena Street/Indiana Street Intersection Improvements Project, March 2009.

14. PCR Services Corporation, *Phase I Cultural Resources Report for the Cesar Chavez/Lorena Street/Indiana Street Intersection Improvements Project*, March 2009.

15. South Coast Air Quality Management District. *CEQA Air Quality Analysis Guidance Handbook*. Available online at http://www.aqmd.gov/ceqa/hdbk.html.

16. U.S. Department of the Interior, Geological Survey, 7.5-minute Series (Topographic) Map, Los Angeles Quadrangle.

17. City of Los Angeles. *Green LA, An Action Plan to Lead the Nation in Fighting Global Warming,* May 2007.

COMMENTS AND RESPONSES

The Initial Study/Mitigated Negative Declaration (IS/MND) for the proposed Cesar Chavez Avenue/Lorena Street/Indiana Street Intersection Improvements Project was circulated for public review beginning on September 16, 2010. The public review period, during which interested agencies, organizations, and members of the public were invited to submit written comments, was noticed and conducted in compliance with CEQA Section 21091 and State CEQA Guidelines 15105. The 20-day public review period ended on October 6, 2010. During the public review period, three correspondences commenting on the IS/MND and project were received by the Bureau of Engineering of the City of Los Angeles (BOE). These correspondences in order of receipt) are identified as follows:

1. David Morin (e-mail dated September 15, 2010)

2. Edward Morin (e-mail dated September 17, 2010)

3. Arturo Herrera (letter dated October 3, 2010)

Following are the comments and responses to those comments. This section is organized in the following manner. Each comment is bracketed and numbered. Following each comment are the corresponding responses. Where responses to comments resulted in changes to the text of the IS/MND, these changes are noted in the responses.

Catalina Hernandez <catalina.hernandez@lacity.org>

Two comments

David Morin <morin91754@gmail.com> **Wed, Sep 15, 2010 at 12:11 PM**

To: catalina.hernandez@lacity.org
Cc: "Eddie D. Morin" <eddie_morin@sbcglobal.net>

1.1

Thanks for the Notice of Intent regarding the Cesar Chavez, Lorena, Indiana roundabout. Please note that your e-mail as listed is incomplete as it does not include .org.
Secondly, when my dad's monument was installed it was a nice piece of black marble. It suffered two collisions by automobiles and was replaced with the current concrete monument. I would like to know if the city would be willing to change it back to a marble monument if I were to pay for the replacement marble. Please let me know.

Commenter No. 1

David Morin
morin91754@gmail.com
e-mail dated September 15, 2010

Response 1.1:

Comment s noted. Referred Mr. Morin to Vahik Vartanians, Project Manager.

Catalina Hernandez <catalina.hernandez@lacity.org>

Re: NOTICE OF INTENT

EDWARD MORIN <eddie_morin@sbcglobal.net> **Fri, Sep 17, 2010 at 1:19 PM**

To: Catalina Hernandez <catalina.hernandez@lacity.org>

I realize the decision process is arrived at by committee but I still have misgivings about the memorials being outside of the traffic island. It seems to me that they are more susceptible to vandalism or car accidents there. I hope we can discuss this further.
Eddie Morin

2.1

Commenter No. 2

Edward Morin
eddie_morin@sbcglobal.net
e-mail dated September 17, 2010

Response 2.1:

Comment noted.

10-3-10

ATTN. CATALINA HERNANDEZ

TO WHOM IT MY CONER.

I ARTURO HERRERA SUPPORT ADOPTION OF THE MITIGATED NEGATIVE DECLARATION AND I ALSO SUPPORT THE TRAFFIC CIRCLE PROJECT

3.1

INCOMRADESHIP

Commenter No. 3

Arturo Herrera
3438 Lee Street
Los Angeles, CA 90023
Letter dated October 3, 2010

Response 3.1:

Comment noted.

AR L BOE 2/14/2011

MITIGATION MONITORING PROGRAM

(Accompanies the Cesar Chavez Avenue/Lorena Street/Indiana Street Intersection Improvements Mitigated Negative Declaration and Initial Study)

Cesar Chavez Avenue/Lorena Street/Indiana Street Intersection Improvements

W.O. E1906614

October 21, 2010

LA DPW
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SERVING THE PRESENT; DESIGNING THE FUTURE

TRANSMITTAL 2

The California Environmental Quality Act (CEQA) requires public agencies to adopt a reporting or monitoring program for the changes to the project that have been adopted to mitigate or avoid significant effects on the environment (Public Resources Code Section 21081.6). The program must be adopted by the public agency at the time findings are made regarding the project. The State CEQA Guidelines allow public agencies to choose whether its program will monitor mitigation, report on mitigation, or both (14 CCR Section 15097(c)). This mitigation monitoring program contains the elements required by CEQA for the Hollywood Recreation Center – Gym, Pool and Bathhouse project.

Project Description

The project site includes the existing intersections of East Cesar E. Chavez Avenue at Lorena Street and East Cesar E. Chavez Avenue at Indiana Street. The site is located approximately three miles east of downtown Los Angeles on the border of the Boyle Heights Community in the City of Los Angeles and the East Los Angeles Community in unincorporated Los Angeles County. The border between the two jurisdictions is along Indiana Street. The project site is roughly bounded by the San Bernardino Freeway (Interstate 10) to the north, the Long Beach Freeway (Interstate 710) to the east, the Pomona Freeway (State Route 60) to the south, and the Golden State Freeway (Interstate 5) to the west. The project may be generally described as follows:

The proposed project would reconfigure the existing five-legged, signal/stop sign controlled intersection located along Cesar E. Chavez Avenue at Lorena Street and at Indiana Street into a modern roundabout with a large, oval central median and several smaller islands, which would deflect traffic into the proper lanes. Traffic from Cesar E. Chavez Avenue, Lorena Street and Indiana Street would yield when entering the roundabout and would travel in a counter-clockwise path around the central median, exiting onto Cesar E. Chavez Avenue, Lorena Street or Indiana Street. There would also be two smaller traffic islands in the southern portion of the intersection, one island to the west of Lorena Street and one island between Lorena Street and Indiana Street along Brooklyn Place, as well as five splitter islands separating opposing traffic lanes at each leg of the intersection. The alley that runs parallel to and north of Cesar E. Chavez Avenue would be closed to vehicular traffic at Lorena Street. A turn-around area would be provided at the closed end of the alley. The west side of Lorena Street, north of the alley, would be reconfigured into a cul-de-sac. Access to all properties would be maintained and the cul-de-sac would have sufficient room for vehicles to turn around. On-street parking adjacent to the residences would remain.

The splitter islands would separate the entering and exiting traffic lanes as well as deflect and slow traffic entering the roundabout. The splitter and the traffic islands would be raised but would have openings to provide accessibility for pedestrians in compliance with the American Disability Act. Pedestrians would cross the traffic lanes waiting on the splitter islands or traffic islands until it is safe to cross the remaining traffic lanes. There would be a pedestrian cross walk at the south side of Lorena Street.

The two existing traffic islands, which contain several veterans' memorials, would be removed. The existing veterans' memorials would be removed and reinstalled on the new traffic islands in coordination with representatives of various veteran organizations.

In order to provide adequate right-of-way for the proposed improvements commercial properties at 3283, 3285, 3287, 3289, 3291, and 3293 Cesar E. Chavez Avenue would be acquired and all buildings demolished. Additionally, acquisition of portions of the properties located at the

northeast and southeast corners of Cesar E. Chavez Avenue and Indiana Street would also be necessary to provide adequate right-of-way for the construction of the roundabout and to provide adequate visibility for motorists.

One street tree along Cesar E. Chavez Avenue and a few private property trees in the parking lot at the northeast corner are expected to require removal. Removed street trees would be replaced at a ratio of 2 to 1, in compliance with the City's street tree policy. Mitigation measures have been included to ensure that any impacts are reduced to less than significant.

Unless otherwise stated, the project will 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*). Also, it is assumed that construction will 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* ("The Brown Book", formerly Standard Plan S-610)).

Mitigation Measures

The mitigation measures described in the following page are taken from the Initial Study/Mitigated Negative Declaration for this project. The following are identified for each mitigation measure:

(1) A brief description of the impact that is being mitigated (i.e., the objective of the mitigation),

(2) A description of the mitigation measure,

(3) The party who is responsible for the necessary implementing actions,

(4) The necessary implementing action,

(5) The party who is responsible for verifying that the necessary implementing action is taken, and

(6) The primary record documenting the necessary implementing action.

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

Mitigation Measures						
Impact/s	*Measure*	*Description*	*Implementation Responsibility*	*Implementation Vehicle*	*Enforcement Responsibility*	*Record of Implementation*
Cultural Resources						
Substantial adverse change to an archaeological resource through demolition, construction, conversion, rehabilitation, relocation, or alteration. A significant impact may occur if grading or excavation activities associated with the proposed project would disturb previously interred human remains.	MM-1	A qualified archaeologist shall monitor all ground-disturbing activities and excavations adjacent to the Historic Los Angeles Cemetery. The archaeologist shall determine whether additional monitoring is warranted beyond the immediately adjacent area. The qualified archaeologist should be familiar with the Chinese burials and associated grave goods (P-19-003553) that were encountered at shallow depths at the corner of South Lorena Street and East 1st Street.	Project Engineer and Construction Contractor	Project Plans and Specifications	Bureau of Engineering Project Manager	If applicable, Final Technical Report
	MM-2	If archaeological resources are encountered during implementation of the project, ground-disturbing activities should temporarily be redirected from the vicinity of the find. The archaeologist shall be allowed to temporarily divert or redirect grading or excavation activities in the vicinity in order to make an evaluation of the find and determine appropriate treatment. Treatment will include the goals of preservation where practicable and public interpretation of historic and archaeological resources. All cultural resources recovered will be documented on California Department of Parks and Recreation Site Forms to be filed with the CHRIS-SCCIC. The archaeologist shall prepare a final report about the find to be filed with the City and the CHRIS-SCCIC, as required by the California Office of Historic Preservation. The report shall meet professional standards for the description and interpretation of the resources identified. The City shall designate repositories in the event that significant resources are recovered.				
	MM-3	If human remains are encountered during construction excavation and grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be Native American, the coroner shall contact the California Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall then identify the person(s) thought to be the Most Likely Descendent of the deceased Native American, who may make recommendations for means for treatment or disposition, with				

Mitigation Measures						
Impact/s	*Measure*	*Description*	*Implementation Responsibility*	*Implementation Vehicle*	*Enforcement Responsibility*	*Record of Implementation*
		appropriate dignity, of the human remains and any associated grave goods. If the above procedures cannot be followed, the City shall then undertake the measures as necessary in accordance with CEQA Guidelines Section 15064.5(e) (2). If the human remains are determined to be associated with the Chinese burials at P-19-003553, then the City shall consult with the Chinese Historical Society of Southern California to help determine what course of action shall be taken in dealing with the remains.				