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June 28, 2019

**BPW-2019-0535**

The Honorable City Council  
Room No. 395  
City Hall

**PROJECT APPROVAL & MITIGATED NEGATIVE DECLARATION - SOTO STREET ROADWAY  
WIDENING PROJECT FROM MULTNOMAH STREET TO MISSION ROAD (PROJECT)  
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) COMPLIANCE**

Following the requirements of the CEQA, as recommended in the accompanying report of the City Engineer, which this Board has adopted, the Board of Public Works recommends that City Council:

1. Review and Consider the 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 MND reflects the City of Los Angeles' independent judgement and analysis;
3. Adopt the MND;
4. Approve the Project as described in the Initial Study; and
5. Adopt the Mitigated Monitoring Program

The Project has a budget of \$35,500,000. The funding source for the Project originates from the Los Angeles County Metropolitan Transportation Authority (\$32.3 million) and local Proposition C (\$3.2 million) from the Los Angeles Department Transportation as a local match.

Sincerely,

DR. FERNANDO CAMPOS,  
Executive Officer, Board of Public Works

FC:ch



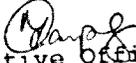
Department of Public Works

Bureau of Engineering  
Report No. 2

June 17, 2019  
CD No. 14

ADOPTED BY THE BOARD  
PUBLIC WORKS OF THE CITY  
of Los Angeles California

JUN 28 2019

  
Executive Officer  
Board of Public Works

**SOTO STREET ROADWAY WIDENING PROJECT FROM MULTNOMAH STREET TO MISSION ROAD (PROJECT) CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) COMPLIANCE AND PROJECT APPROVAL (WORK ORDER NO. E700320D) (SCH No. 2018071004)**

**RECOMMENDATIONS**

Following the requirements of the CEQA, adopt and forward this report and transmittals to the City Council with the following recommendations:

1. Review and consider the Mitigated Negative Declaration (MND).
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 MND reflects the City of Los Angeles' (City) independent judgment and analysis.
3. Adopt the MND.
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 \$35,500,000. The funding source for the Project originates from the Los Angeles County Metropolitan Transportation Authority (\$32.3 million) and local Proposition C (\$3.2 million) from the Los Angeles Department of Transportation as a local match.

**TRANSMITTALS**

1. Final Initial Study(IS)/MND, Soto Street Roadway Widening Project from Multnomah Street to Mission Road, dated April 2019.
2. Memorandum to File: CEQA Supplemental Response Memorandum for the Soto Street Roadway Widening Project from Multnomah Street to Mission Road, dated February 8, 2019.
3. Mitigation Monitoring Program, dated April 2019.

## DISCUSSION

### ***Background***

The proposed Project is located in the northeastern part of Los Angeles, along Soto Street between Multnomah Street and Mission Road. Soto Street serves as a corridor connecting the Cities of Pasadena, South Pasadena, and Alhambra to the north and west, with the communities of Lincoln Heights, Boyle Heights, and El Sereno to the east and south. The Project is surrounded by the neighborhoods of Lincoln Heights in the south and west, Montecito Heights in the north, and El Sereno in the east. Land uses in this area include vacant land and residential uses to the east, industrial uses to the west and south, public education facilities to the south, and commercial uses to the north.

Soto Street currently consists of three traffic lanes: two in the northbound direction and one in the southbound direction, with no center median. There is a curb, gutter, and sidewalk on the westerly side of Soto Street, and a curb and gutter, but no sidewalk on the easterly side of Soto Street.

Recent traffic analysis has shown capacity in the southbound direction of Soto Street is inadequate along the entire segment between Multnomah Street and Mission Road. As the Soto Street roadway approaches Multnomah Street, the roadway narrows. This design deficiency causes a bottleneck configuration along Soto Street, between Mission Road to the north and Multnomah Street to the south, restricting southbound traffic to a single lane, and resulting in a reduction of traffic capacity in the southbound direction at the intersection approach to Multnomah Street.

On the northbound side, sediment and debris from the adjacent hillside erodes onto the existing roadway during storm events, which poses a potential hazard for vehicular traffic. On the west side of Soto Street, an existing damaged fence poses a safety concern to pedestrians. The existing street light poles are located along the center-line of the damaged 4-foot-wide sidewalk, currently restricting wheelchair accessibility within the Project area.

### ***Project Description***

The proposed Project would widen the existing Soto Street roadway from Multnomah Street to Mission Road. The roadway widening would increase capacity and would be configured to include the following:

- Two southbound traffic lanes;
- Two northbound traffic lanes;
- Two (one in each direction) protected bicycle lanes;

- One 4-foot striped median; and
- A new and wider sidewalk on the west side, and a new sidewalk on the east side of Soto Street.
- Widened Soto Street roadway from 70 feet to 90 feet from Multnomah Street to Mission Road, and
- A new and wider sidewalk on the west side, and a new sidewalk on the east side of Soto Street.

The Project would include approximately 2,700 linear feet of new sidewalk on the east side of Soto Street and 2,500 linear feet of new, widened sidewalk on the west side. Green Streets, as defined by the City of Los Angeles Mobility Plan - Complete Streets Manual, are streets that incorporate sustainable elements, including stormwater management practices, street trees, and landscaping. The Project would implement Green Street elements, including infiltration basins with planting, as well as approximately 2,500 feet of new storm drain culvert.

The Project would include a retaining wall on the east side of Soto Street approximately 2,150 feet in length with a varying height, ranging from 6 to 50 feet. The retaining wall system may include soldier piles, tiebacks, planted elements, and/or soil nails, and would require easements for construction and tieback systems. The existing safety rail on the west side of Soto Street would be replaced with a new rail with architectural aesthetic treatment, and new trees would be planted in tree wells along the new and widened Americans with Disabilities Act compliant sidewalks. The Project would also reconstruct the monument sign at the northeast corner of Multnomah and Soto Streets. The existing monument is a 5-foot-tall by 4-foot-wide metal sign that reads "Hillside Village," and serves as an entrance sign into the residential community of Hillside Village in El Sereno.

Power infrastructure on wood poles east of the current roadway would be undergrounded, which would require the removal of various utility poles, construction of underground power vaults, 3,000 feet of conduit duct banks, and installation of steel poles. The Project would include street lighting in accordance with Bureau of Street Lighting requirements and will include low-level pedestrian safety lighting.

In addition, the Project would require the demolition and/or removal of the following:

- Approximately 90,000 square feet of existing pavement.
- Approximately 5,200 linear feet of existing curb and gutter.
- Approximately 61,900 cubic yards of soil.

The Project would require approximately 20 feet of Right-of-Way (ROW) from one parcel (Assessor's Parcel No. 5214-025-001) located east of Soto Street, to accommodate the widening of the roadway, for a total roadway width of 90 feet. Approximately 80 feet of additional permanent easements would be required to the east of Soto Street to accommodate the retaining wall; however, the additional ROW acquisition would not impact the proposed width of the roadway.

Mitigation measures have been included in the Initial IS/MND to ensure that any impacts are reduced to less than significant.

***Public Participation and Public Review***

The proposed draft IS/MND was circulated for public review and comment from July 5, 2018 to August 6, 2018. A Notice-of-Intent/Availability was published in the Los Angeles Times on July 5, 2018. A Notice-of-Intent/Availability was mailed to interested parties and to the owners and occupants of the properties adjacent to the proposed Project site. The notice was also filed with the City and County Clerks. The draft IS/MND was available for review at the following locations: El Sereno Branch Library, 5226 Huntington Drive, in El Sereno; Lincoln Heights Branch Library, 2530 Workman Street, in Lincoln Heights; Malabar Branch Library, 2801 Wabash Avenue, in Boyle Heights; Bureau of Engineering (BOE) Environmental Management Group's office; and online at the BOE's website.

Nine correspondences commenting on the IS/MND were received during the public review period. Copies of the correspondence along with responses can be found in the "RESPONSE TO COMMENTS ON INITIAL STUDY" section of the Final IS/MND, as well as the Memorandum to File: CEQA Supplemental Response Memorandum for the Soto Street Roadway Widening Project from Multnomah Street to Mission Road, dated February 8, 2019 (Transmittal Nos. 1 and 2, respectively). None of the comments received necessitated changes in the Project or the conclusion or findings of the Initial Study or in the mitigation measures of the Mitigation Monitoring Program (Transmittal No. 3). In addition to the public participation noted above, the BOE coordinated, during the pre-design and design phases, with the Council District Office No. 14, who is supportive of the Project.

***Construction Schedule***

Project construction is anticipated to start August 2020 and end August 2022.

Department of Public Works  
Bureau of Engineering  
Report No. 2

June 17, 2019  
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( MEM RMK ALM )

Report reviewed by:

Respectfully submitted,

BOE (ADM)

Report prepared by:



Environmental Management Group

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City Engineer

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MEM/DT/BH/05-2019-0079.EMG.mel

Questions regarding this report  
may be referred to:

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