



ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT (EIR) PREPARED FOR THE WASHINGTON BOULEVARD IMPROVEMENT PROJECT STATE CLEARING HOUSE (SCH) No. 2009011027

INTRODUCTION

This Addendum focuses on minor revisions to noise mitigation measures that were included in the Final EIR that was prepared for the Washington Boulevard Improvement Project (SCH No. 2009011027). Section 15162 of the California Environmental Quality Act (CEQA) Guidelines outlines the procedures for Addendums, and these procedures are outlined below:

- The lead agency or responsible agency shall prepare an addendum to a certified EIR if only minor technical changes or additions are necessary, or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred;
- An addendum need not be circulated for public review, but can be included in or attached to the final EIR;
- The decision-making body shall consider the addendum with the certified EIR prior to making a decision on the project; and,
- A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the Lead Agency's Findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

PROJECT LOCATION AND SETTING

The proposed roadway improvement project is located entirely within the City of Commerce. The portion of Washington Boulevard that is subject to the proposed improvements extend from a point located 350 feet west of Indiana Street continuing easterly to the Santa Ana (I-5) Freeway. The project area has a linear length of 2.8 miles. The City of Commerce is located approximately 6 miles southeast of downtown Los Angeles and is bounded by the City of Montebello on the east, unincorporated East Los Angeles on the north, the cities of Vernon, Bell, and Maywood on the west, and the City of Bell Gardens on the south.

Washington Boulevard is a major highway that varies in pavement width (curb-to-curb) from 67 feet to 80 feet within Commerce. The roadway's right-of-way (ROW) width varies from 75 feet to 100 feet. There are currently two travel lanes in each direction. The average daily traffic (ADT) volumes range from 29,900 to 35,600.¹

¹ Thurow, Jim (Consultant, Design Section). *Project Design Concept [for] Washington Boulevard (Memorandum to Sree Kumary)*. January 10, 2007



There are two travel lanes in each direction with a center median and left-turn pockets. Parking is allowed but restricted on the roadway's south side, and the north side from Ayers Avenue to the I-5 Freeway. Parking is also prohibited on the north side of the roadway from 350 feet west of Indiana Street to Ayers Avenue.

ORIGINAL PROJECT DESCRIPTION

Key elements of the proposed Washington Boulevard Improvement Project are summarized below and on the following page:

- **Roadway Surface.** The roadway's surface consists of concrete pavement from Ayers Avenue to Connor Avenue and from Dennis Avenue to Hepworth Avenue. There is a concrete paved intersection at Atlantic Boulevard and Eastern Avenue. The remainder of the roadway is paved in asphalt concrete (AC). The AC pavement is in poor condition with longitudinal and transverse cracking.
- **Sidewalks.** There is a concrete curb (8-inch curb face), gutter (2-foot-wide), and sidewalk on both sides of the street that are in fair condition with some sections in need of replacement due to general deterioration or cracking caused by root damage from the adjacent trees.
- **Curb-cuts.** The concrete driveways are in fair condition with some in need of replacement due to general deterioration. There are also a number of abandoned driveways. Some or all curb ramps are missing at all intersections except at the roadway's intersections with Cobb Street, Connor Avenue, Atlantic Avenue, and Wilma Avenue.
- **Storm Drainage.** There are drainage and sewer manholes located along the entire length of Washington Boulevard. There are storm drains and catch basins along the roadway from Ash Street to Ayers Avenue and from Coutts Avenue to Commerce Way. The storm drains include a series of lateral pipes with a 10-year frequency design and the road can be designed so that the existing drains and surface flow will provide for a 25 year frequency. These lateral lines drain into two main lines crossing Washington Boulevard.
- **Landscaping.** Street trees consisting of palms extend along much of the right-of-way between the Santa Ana Freeway and the Long Beach Freeway. Some of these trees are causing damage to the existing sidewalks. There is landscaping with irrigation systems within the raised medians.
- **Signing and Striping.** The segment of Washington Boulevard included in the project area is striped for two travel lanes in each direction. There is a striped median with left-turn pockets in the east/west direction at all intersections. There is also a right-turn pocket in the west direction at the I-710 north on ramp. Travel lane delineation is provided using ceramic markers and/or paint along the lane lines and the medians.
- **Street Lighting.** There is an overhead-wired street lighting system mounted on steel poles located throughout the north side of the roadway and on the south side from Atlantic Boulevard to the I-5 Freeway. There is an overhead-wire street lighting system on wood poles on the south side of the roadway from Indiana Street to Atlantic Boulevard.



- *Utilities.* There are power transmission lines on wood poles on the north side of the roadway at the easterly end and on the south side at the westerly end of Washington Boulevard.
- *Traffic Controls.* There are full-traffic-actuated signals at most major intersections. There are two-way stops on the Ash Street, Bedessen Avenue, Ransom Street, Coutts Street, Bewley Street, Wilma Avenue, Fitzgerald Avenue, Daniel Avenue, Senta Avenue, Elkgrove Avenue, and Fidelia Avenue intersections. There are stop signs on Pine Street, Cobb Street, and Dennis Avenue at Washington Boulevard. There are no stop signs on Washington Boulevard itself. The existing traffic signals are between 20 to 30 years old with most of the traffic signals consisting of pole-mounted electrical services. Several traffic signals have post-top mounted controller cabinets.
- *On-Street Parking.* Parking is allowed but restricted at most locations. Parking is allowed but restricted on the roadway's south side and on the north side between Ayers Avenue and the I-5 Freeway. Parking is prohibited on the north side of the roadway between Ayers Avenue continuing westerly to the City's corporate boundary.
- *Rail Road Crossings.* There is a railroad crossing between Daniel Avenue and Commerce Way. Washington Boulevard has a curb to curb width of 70 feet at this railroad grade crossing. The crossing consists of one track on the center of a 50-foot railroad right of way (ROW). The crossing surface consists of concrete panels between and outside of the rails.
- *Transit Service.* The Commerce Transit, Metropolitan Transit Authority (MTA), and the Montebello Bus Lines provide service for this area. There are nine bus stops on Washington Boulevard in the east direction and the same number in the west direction.

OVERVIEW OF PREVIOUS ENVIRONMENTAL REVIEW

An EIR was prepared to assess the environmental impacts associated with the approval and subsequent implementation of the proposed project. The circulation of the Draft EIR commenced on October 29, 2009. The Notice of Determination (NOD) for the Final EIR was submitted to the State Clearinghouse on June 2, 2010. Based on the findings of the EIR, the City of Commerce Community Development Department, acting as the designated Lead Agency for the proposed undertaking, determined that the proposed project would not result in any significant adverse environmental impacts.

PURPOSE OF THIS ADDENDUM

Following the EIR's preparation and certification, the construction timing of the proposed project changed due to changes in the funding schedule. As part of its review of the proposed changes, the staff determined that revisions to the mitigation measures related to noise reduction were warranted. These proposed changes in the mitigation measures would not change or otherwise alter the conclusions of the Final EIR or its findings.



The modified mitigation measures are related to the control of construction noise. Contractors reviewing the Mitigation Monitoring and Reporting Program requested that certain mitigation measures be revisited. The noise mitigation that was included in the Final EIR would potentially lengthen the construction time thus exacerbating the duration of the construction noise. The revisions to the previous noise mitigation measures are outlined below:

1 Night time construction work.

The Final EIR indicated that all construction activities must occur during the day-time periods. This mitigation measure should be revised to read as follows:

Construction activities will be permitted on a 24-hour basis except for those roadway segments located immediately adjacent to the Sheila Street Apartments and the Ayers Neighborhood. The night-time and early morning construction prohibition would apply to 150-feet on either side of the roadways frontage with these residential land uses. Excessively loud activities (pavement grinding, use of jack-hammers, etc) should still be limited to the day-time periods.

2. Traffic control during construction

The Final EIR indicates that the traffic controls during construction must maintain at least 2 thru lanes in each direction. This mitigation was incorrect as written. The mitigation should have read:

Traffic controls during construction must maintain at least 2 through travel lanes (1-lane in each direction).

3. Elimination of third east-bound lane from west city limit to west of 710 to create on street parking as well as a 10 wide painted center median lane to provide access to businesses:

The previous EIR assumed that on-street parking along the south side of Washington Boulevard, located to the west of the I-710 Freeway, would be permitted during off-peak traffic periods only. This Addendum seeks to amend the EIR so that on-street parking will continue to be permitted along the south side of the street at all times. The continuation of the on-street parking lane on the south side of the street will provide a buffer between the sidewalk and the eastbound travel lanes. This minor revision will not lead to any additional congestion on Washington Boulevard since the eastbound lanes of this segment of Washington Boulevard generally accommodate truck traffic leaving the rail yard. Presently, on-street parking is not permitted on the north side of the street and this parking prohibition will remain unchanged. The 10-foot center median is designed to provide a safe and protected left turn lane to better facilitate safe access to the businesses located to the south of Washington Boulevard in this area.

4. Noise improvements at Sheila Street Apartments:

The Final EIR indicated that attenuation must be provided for the Sheila Street Apartments. This mitigation indicated that certain measures may be needed including, but not limited to, additional insulation, double paned window glass, etc. This mitigation would mitigate operational (long-term) traffic noise. City staff requested that this measure be revisited. Noise measurements were taken inside one of the units located



nearest to Washington Boulevard during the evening peak hour traffic period (7:00 PM to 7:30 PM). The measurements were taken next to a closed window that faces Washington Boulevard. The noise measurements indicated that the additional noise attenuation suggested in Final EIR was not required. The noise measurement results are included as an attachment. The original mitigation should be eliminated.



ATTACHMENT

NOISE MEASUREMENT RESULTS



Indoor #1	Indoor #2	Exterior
47.8	42.8	81.8
45.6	40.7	61.4
40.8	43.6	68.0
39.1	43.1	63.0
40.6	39.1	68.6
39.3	42.0	70.5
48.6	32.2	78.7
52.4	39.5	69.7
42.2	42.6	64.2
42.3	42.0	75.8
42.4	39.7	70.2
42.8	40.5	70.4
41.7	40.8	67.2
40.4	41.7	68.8
41.8	43.0	70.3
39.5	45.7	69.6
45.1	44.7	57.5
43.5	40.4	73.4
44.5	43.6	68.8
42.7	42.7	71.5
42.6	40.1	66.4
39.4	44.0	71.7
38.5	42.9	73.8
43.6	38.3	64.7
43.3	43.2	53.4
41.0	41.5	53.8
38.5	41.6	56.7
39.1	39.2	70.3
40.7	39.7	61.2
41.5	38.7	71.3
42.9	30.4	69.8
41.7	41.3	78.5
40.9	38.3	72.0
38.9	47.6	76.3
42.2	40.7	66.9
46.8	41.7	66.3
48.3	42.3	82.6
44.0	45.0	73.0
51.0	46.2	79.1
46.0	44.5	68.3
46.6	47.0	67.5
39.1	44.7	67.9
38.6	44.8	67.9
47.9	42.1	68.1
41.8	41.0	66.9
42.7	39.0	68.0
42.1	30.1	70.5
40.8	42.0	69.3
39.0	38.7	69.0
45.0	38.8	70.0
Average dBA 42.8	Average dBA 41.3	Average dBA 69.0

