Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 23-24, 2012

Reference No.: 2.2c.(2)
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING FINAL ENVIRONMENTAL IMPACT REPORT FOR THE NORTH SPRING STREET VIADUCT WIDENING AND REHABILITATION PROJECT (RESOLUTION E-12-27)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Final Environmental Impact Report (FEIR) and Findings of Fact for the North Spring Street Viaduct Widening and Rehabilitation Project in Los Angeles County and approve project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the FEIR and Findings of Fact and approve the project for future consideration of funding.

BACKGROUND:

The City of Los Angeles (City) is the CEQA lead agency for the North Spring Street Viaduct Widening and Rehabilitation Project. The project is located in the city of Los Angeles. The project will correct geometric deficiencies and retrofit the bridge to meet current seismic standards. The project will also provide bicycle and pedestrian access.

The overall project for which the FEIR covers will not have a significant effect on the environment after mitigation. Impacts that require mitigation measures to be reduced to a less than significant level relate to visual/aesthetics and historical resources. Mitigation measures include, but are not limited to, replacing removed trees and/or landscaping with similar plantings and/or landscaping as agreed upon by the City's Street Services Bureau, Street Tree Division, in conjunction with Recreation and Park Architecture; relocating dedication plaques to an appropriate location on the widened section of the viaduct; and installing permanent metal plaques at both ends of the viaduct at public locations to provide a brief history of the viaduct.

The City adopted the FEIR and Findings of Fact for the project on June 4, 2011. On April 17, 2012 the City provided written confirmation that the preferred alternative set forth in the final environmental document is consistent project programmed by the Commission. The City also provided written confirmation of its commitment to all of the mitigation measures stipulated in the FEIR and Mitigation Monitoring Program.

The project is estimated to cost $48,319,000. The project is funded with State ($5,230,000) funds, Federal ($39,546,000) funds, and Local ($3,543,000) funds. Construction of is estimated to begin in fiscal year 2012/13.

Attachment
- Resolution E-12-27
- Findings of Fact
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
07 – Los Angeles County
Resolution E-12-27

1.1 **WHEREAS,** the City of Los Angeles (City) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- North Spring Street Viaduct Widening and Rehabilitation Project

1.2 **WHEREAS,** the City has certified that the Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS,** the project will correct geometric deficiencies and retrofit the North Spring Street Viaduct; and

1.4 **WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report; and

1.5 **WHEREAS,** Findings of Fact made pursuant to CEQA guidelines indicate that all significant impacts can be reduced by mitigation measures to a less that significant level; and

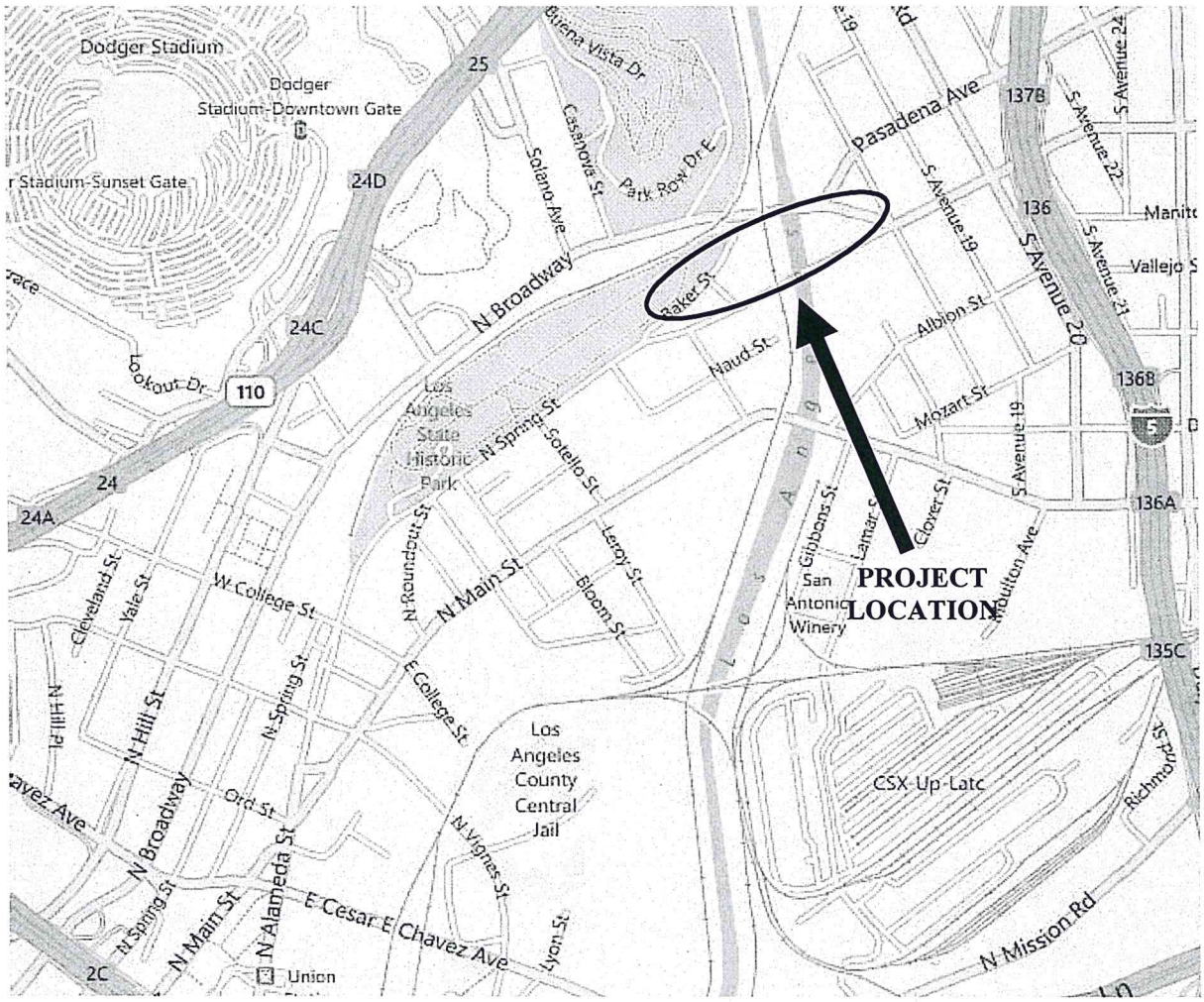
1.6 **WHEREAS,** the City adopted the Final Environmental Impact Report for the project; and

1.7 **WHEREAS,** the City adopted a Mitigation Monitoring Program for the project; and

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Environmental Impact Report and Findings of Fact and approve the above referenced project to allow for future consideration of funding.

North Spring Street Grade Separation Widening and Rehabilitation Project

Project Vicinity Map



NORTH SPRING STREET GRADE SEPARATION **THOMAS GUIDE PAGE 634, GRID H-1 AND J-1 LOS ANGELES QUADRANGLE, TOWNSHIP T1S, RANGE R13W**	SCRRA MP RI-1.36 – RIVER SUBDIVISION (WEST BANK) DOT NO.: 027606W CPUC NO.: RI-1.36-A CPUC NO.: RI – 139.5-A And SCRRA MP RI-481 – RIVER SUBDIVISION (EAST BANK) DOT NO.: 811042B CPUC NO.: RI – 481.44-A LOS ANGELES, CALIFORNIA

North Spring Street Viaduct Widening and Rehabilitation Project

Los Angeles, California
State Clearinghouse No. 2006091076
Bridge No. 53C-0859

California Environmental Quality Act Findings

Prepared by
City of Los Angeles
June 2011

CITY OF LOS ANGELES

CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS

FOR THE

NORTH SPRING STREET VIADUCT WIDENING AND REHABILITATION PROJECT

June 2011

The City of Los Angeles (City), acting as lead agency under the California Environmental Quality Act (CEQA), prepared an Environmental Impact Report/Environmental Assessment (EIR/EA) for the North Spring Street Viaduct Widening and Rehabilitation Project (project) (State Clearinghouse Number 2006091076). CEQA and the CEQA Guidelines adopted by the State Office of Planning and Research require a lead agency to make a series of certifications and findings in conjunction with approving any project for which an EIR has been prepared, and where the EIR shows that the project may have significant adverse effects on the environment. The Council of the City of Los Angeles hereby makes the following findings relating to the EIR for the project. The Council's findings contained herein are based on the entire record before the City, including, but not limited to, the EIR/EA and the Mitigation Monitoring and Reporting Program (MMRP) prepared for this project.

Record of Proceedings

The documents and other materials that constitute the record of proceedings upon which the City's project approval is based are located in the offices of the City Clerk, and at the Department of Public Works Bureau of Engineering, Bridge Improvement Program, located at 1149 South Broadway, Suite 750, Los Angeles, CA 90015.

Findings

The EIR/EA identifies several significant impacts that may result from development of the project. Pursuant to Public Resources Code Section 21081 of CEQA and Section 15091 of the CEQA Guidelines, the Los Angeles City Council hereby makes the following findings for each significant impact.

Traffic and Transportation/Pedestrian and Bicycle Facilities

Significant Environmental Impact:

Temporary construction impacts could occur from disruption of pedestrian access to the walkway on the viaduct.

Findings:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen this significant effect as identified in the EIR/EA. The Council finds that with adoption of mitigation measure TRA-1, the impact would be reduced to a less-than-significant level.

Visual and Aesthetics

Significant Environmental Impact:

The project has the potential to degrade the existing visual quality and character of the site and its surroundings by removing or obscuring the view historic features of the viaduct, and by removing trees and other landscaping along the project route.

Findings:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant effect as identified in the EIR/EA. The Council finds that with the adoption of mitigation measure AES-1, the impacts would be reduced to a less-than-significant level.

Cultural Resources

Significant Environmental Impact:

The project has the potential to degrade the existing historic quality and character the historic viaduct and its surroundings by removing or obscuring the view historic features of the viaduct, and by and damaging the historic fabric however, the intent of the south sided widening is to minimize physical impacts to the existing viaduct, while introducing a new, light weight, structure that minimally impacts the view of the historic viaduct from the south, while preserving the entire viaduct from the north. Therefore, although from a regulatory perspective, the project would cause physical damage to the North Spring Street Viaduct, it would still preserve the scale, location, setting, design, materials, workmanship, feeling, and association of the historic viaduct.

Additionally, the new reduced addition to the south side of the viaduct would be constructed in a manner that would have the least physical impact on the viaduct and it would not materially impair in an adverse manner the characteristics of the historical resource that justify its eligibility as a Los Angeles Historic-Cultural Monument. The majority of design features and historic fabric would be preserved (the entire north side, the entire substructure, arches, spandrel columns, Beaux-Arts design, etc.). Additionally, the proposed reduced single-sided addition would meet the Secretary of the Interior's Standards for Rehabilitation if it is designed in a manner that is compatible, yet distinguishable, and not an exact replica of the existing historic viaduct.

Although this option would cause a regulatory adverse effect on the viaduct due to the loss of some historic fabric, the overall impacts to the viaduct could be reduced to a less-than-significant level.

Findings:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant effect as identified in the EIR/EA. The Council finds that with the adoption of mitigation measure HIS-1through HIS-9, the impacts would be reduced to a less-than-significant level.