

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-1 through HIS-9, the impacts would be reduced to a less-than-significant level.