

**Your**

**TRANSPORTATION**

**Committee**

**report as follows:**

REVISED FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT (EIR/EA), MITIGATION MONITORING AND REPORTING PROGRAM, and TRANSPORTATION COMMITTEE REPORT relative to the North Spring Street viaduct widening and rehabilitation project.

Recommendations for Council action:

1. CERTIFY that the Revised EIR/EA has been completed in compliance with California Environmental Quality Act (CEQA); that Council has reviewed and considered the information contained in the Revised Final EIR/EA prior to approving the project; that the Revised Final EIR/EA reflects the City's independent judgment and analysis; and, that the documents constituting the record of proceedings in this matter are in the custody of the City Clerk, and in the files of the Department of Public Works, Bureau of Engineering.
2. ADOPT the accompanying Findings (attached to the Council file).
3. ADOPT the accompanying Mitigation Monitoring and Reporting Program (attached to the Council file).
4. APPROVE Alternative 2 with Design Option A as described in the Revised Final EIR/EA, as recommended by the City Engineer.
5. SELECT the Viaduct Design Concept with Differentiated Features - Double Arch Option as presented in the Revised Final EIR/EA.

Fiscal Impact Statement: The Board of Public Works reports that this action does not impact the General Fund. As of June 2, 2010, the total cost of the proposed project is approximately \$48 million. More than 80 percent of the funding comes from Federal Highway Bridge Program grants and 2001 METRO Call for Projects grants. The remaining budget comes from the combination of Proposition G, Proposition C, and State Proposition 1B.

Community Impact Statement: None submitted.

**(The Public Works Committee waived consideration of the above matter)**

**SUMMARY**

In a report to the Transportation Committee dated June 1, 2011 (attached to the Council file), the City Engineer recommends that Council approve various recommendations relative to the North Spring Street viaduct widening and rehabilitation project. The City Engineer reports that this matter was discussed by the Transportation Committee at its meeting held June 9, 2010. Design options and concepts developed in response to comments made during the Transportation Committee's consideration of the project are discussed in the City Engineer's report.

A working group was formed to consider several design options for feasibility and to develop conceptual plans for a single-sided widening option that would reduce impacts to the historic fabric of North Spring Street Bridge and preserve the complementary relationship between the bridge and the adjacent North Broadway Bridge. According to the City Engineer, the single-sided widening would fit sidewalks, bike lanes, and the minimum required roadway width to meet the project purpose and need. Although the design would not fully comply with the Secretary of Interior's Standards for Rehabilitation, the impact to historic fabric would be significantly reduced by widening one side only. The reduced single-sided widening is identified in the environmental document as Viaduct Design Option A. The Revised Final EIR/EA recommends Alternative 2 with Design Option A as the proposed project.

The City Engineer goes on to report that the proposed project could be either similar to the original Beaux Arts design or a new design that is compatible with the historic viaduct. With feedback from the stakeholders and community, the Viaduct Design Concept with Differentiated Features: Double Arch Option was selected as the preferred design concept.

The Final EIR/EA for this project has been revised to incorporate the minor changes described above. The reduced, single-side widening design option that has been added to the Revised Final EIR/EA reduces the environmental impact of the project and does not result in any new impact. The City Engineer considers this minor change to the final EIR an insignificant modification and does not represent new significant information. Therefore, no recirculation of the EIR is required.

At its meeting held June 8, 2011, the Transportation Committee discussed this matter with representatives of the City Engineer and the Planning Department. Support for the City Engineer's recommendations was expressed by representatives of the Councilmember of the First District and the Los Angeles Conservancy. Councilmember LaBonge suggested that staff contact the railroad industry to discuss potential impacts of the project on local rail and future projects. The Committee recommended that Council approve the above recommendations to proceed with Alternative 2 with Design Option A for the North Spring Street viaduct widening and rehabilitation project, as recommended by the City Engineer.

Respectfully submitted,

TRANSPORTATION COMMITTEE

**- NOT OFFICIAL UNTIL COUNCIL ACTS -**

<u>MEMBER</u>	<u>VOTE</u>
ROSENDAHL:	YES
LABONGE:	YES
ALARCON:	YES
KORETZ:	YES
PARKS:	YES

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