

MITIGATED NEGATIVE DECLARATION and PUBLIC WORKS AND GANG REDUCTION COMMITTEE REPORT relative to the Riverside Drive Bridge near Zoo Drive-Widening and Rehabilitation Project (Work Order No. E700030A).

Recommendations for Council action:

1. FIND that there is no substantial evidence that the project, with mitigation, will have a significant effect on the environment pursuant to the City's Environmental Guidelines and is in compliance with the California Environmental Quality Act (CEQA); that the Initial Study/Mitigated Negative Declaration reflects the independent judgment and analysis of the City of Los Angeles; that the documents constituting the record of proceedings in this matter are located in Council File No. 13-1063 in the custody of the City Clerk; and ADOPT the CEQA Initial Study/Mitigated Negative Declaration (Work Order No. E700030A).
2. APPROVE the Riverside Drive Bridge near Zoo Drive-Widening and Rehabilitation Project (Work Order No. E700030A) as described in the August 14, 2013 Board of Public Works report, attached to the Council file.
3. ADOPT the Riverside Drive Bridge near Zoo Drive-Widening and Rehabilitation Project Mitigation Plan, attached to the Council file.

Fiscal Impact Statement: The Board of Public Works reports that there is no impact on the General Fund. The project is funded through the Federal Highway Bridge Program and the City's Proposition G Funds.

Community Impact Statement: None submitted.

SUMMARY

At its regular meeting held on August 21, 2013, the Public Works and Gang Reduction Committee considered a Board of Public Works report relative to the Mitigated Negative Declaration for the Riverside Drive Bridge near Zoo Drive-Widening and Rehabilitation Project (Work Order No. E700030A). The Board of Public Works reports that the Riverside Drive Bridge over the Los Angeles River (Caltrans Bridge No. 53C-1298) near Zoo Drive, constructed in 1938, is designated as a Los Angeles Historic-Cultural Monument, No. 910, and is eligible for the National Register of Historic Places. It has four traffic lanes and five-foot sidewalks. There are no shoulders and no median on the bridge. An on-ramp to the westbound State Route 134 is immediately adjacent to the bridge. The Los Angeles River Bike Path currently ends at Riverside Drive with access only from the east (downstream) side; bicyclists must cross Riverside Drive and ride in traffic lanes to continue on streets. The bridge does not meet current seismic safety standards.

To improve the bridge and the bike path access, the Bureau of Engineering proposes to undertake seismic retrofitting of the bridge and widening of it by 19 feet on the downstream side to accommodate 5-foot shoulders and a 2-foot median. Additionally, the project would include upgrade of the barriers (railings), construction of a bike path undercrossing of the bridge and a new bike path access ramp on the upstream (west) side. The project would enhance the safety and mobility of pedestrians, bicyclists, and motorists, and has been designed in coordination with the Office of Historic Resources and the Cultural Heritage Commission to preserve the historic significance of the structure.

After having provided an opportunity for public comment, the Committee moved to recommend approval of the recommendations as contained in said Board of Public Works report. This matter is now submitted to Council for its consideration.

Respectfully Submitted,

PUBLIC WORKS AND GANG REDUCTION COMMITTEE

<u>MEMBER</u>	<u>VOTE</u>
BUSCAINO:	YES
PRICE:	YES
CEDILLO:	YES

-NOT OFFICIAL UNTIL COUNCIL ACTS-