



**FINAL**  
**ENVIRONMENTAL**  
**ASSESSMENT**

**FEDERAL HIGHWAY ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT  
FOR**

The proposed project to construct the Northern  
Terminus of the I-110 Transitway between  
Jefferson Boulevard and 23rd Street in the  
City of Los Angeles

The FHWA has determined that this project will not have any significant impact on the human environment. This Finding of No Significant Impact is based on the attached environmental assessment which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA assumes responsibility for the accuracy, scope, and content of the attached Environmental Assessment.

*James J. Bednar*

For  
Roger Borg  
Division Administrator

*2/11/92*  
Date

State of California  
Department of Transportation

SCH No. 90010137  
7-LA-110 P.M. 20.2/21.2  
07221 - 110331

NEGATIVE DECLARATION

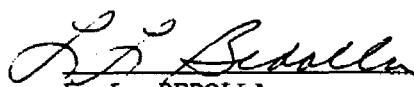
(CEQA)

Pursuant: Division 13, Public Resources Code

Description: The proposed project involves revising the proposed I-110 Harbor Freeway Transitway Northern Terminus south of 23rd Street, between Figueroa and Flower Streets, to a new location south of Adams Boulevard. The city of Los Angeles Department of Transportation's TSM plan on Flower and Figueroa Streets will be incorporated into this proposal.

Determination: An Initial Study has been prepared by the California Department of Transportation (Caltrans). On the basis of this study it is determined that the proposed action will not have a significant effect upon the environment for the following reasons:

1. There will be no significant effects on businesses, residences, schools, or public facilities, neighborhoods, employment, or the area economy.
2. There will be no effect on unique or significant natural features, including but not limited to, plant life, animal life, its habitat or movement.
3. There will be no significant effect on archaeological, cultural or historic properties, park lands, recreation or scenic areas.
4. There will be no significant effect on noise, air quality or water quality.
5. There will be no effect on growth or require public services beyond those proposed for the near future.
6. There will be no effect on prime agricultural land, nor any floodplain encroachment.

  
\_\_\_\_\_  
L. L. BEDOLLA  
Deputy District Director  
California Department of Transportation

10/21/91  
\_\_\_\_\_  
Date

SCH. No. 9001037  
7-LA-110 PM 20.2/21.2  
07221 - 110331

I-110 TRANSITWAY  
NORTHERN TERMINUS TO ADAMS BOULEVARD

INITIAL STUDY/  
ENVIRONMENTAL ASSESSMENT

State of California  
Department of Transportation

and


U.S. Department of Transportation  
Federal Highway Administration

Pursuant to: 42 U.S.C. 4332(2)(C)



L. L. BEDOLLA  
Deputy District Director  
California Department of Transportation

4/26/91  
Date



LYLE P. RENZ  
Acting Division Administrator  
Federal Highway Administration

5/2/91  
Date

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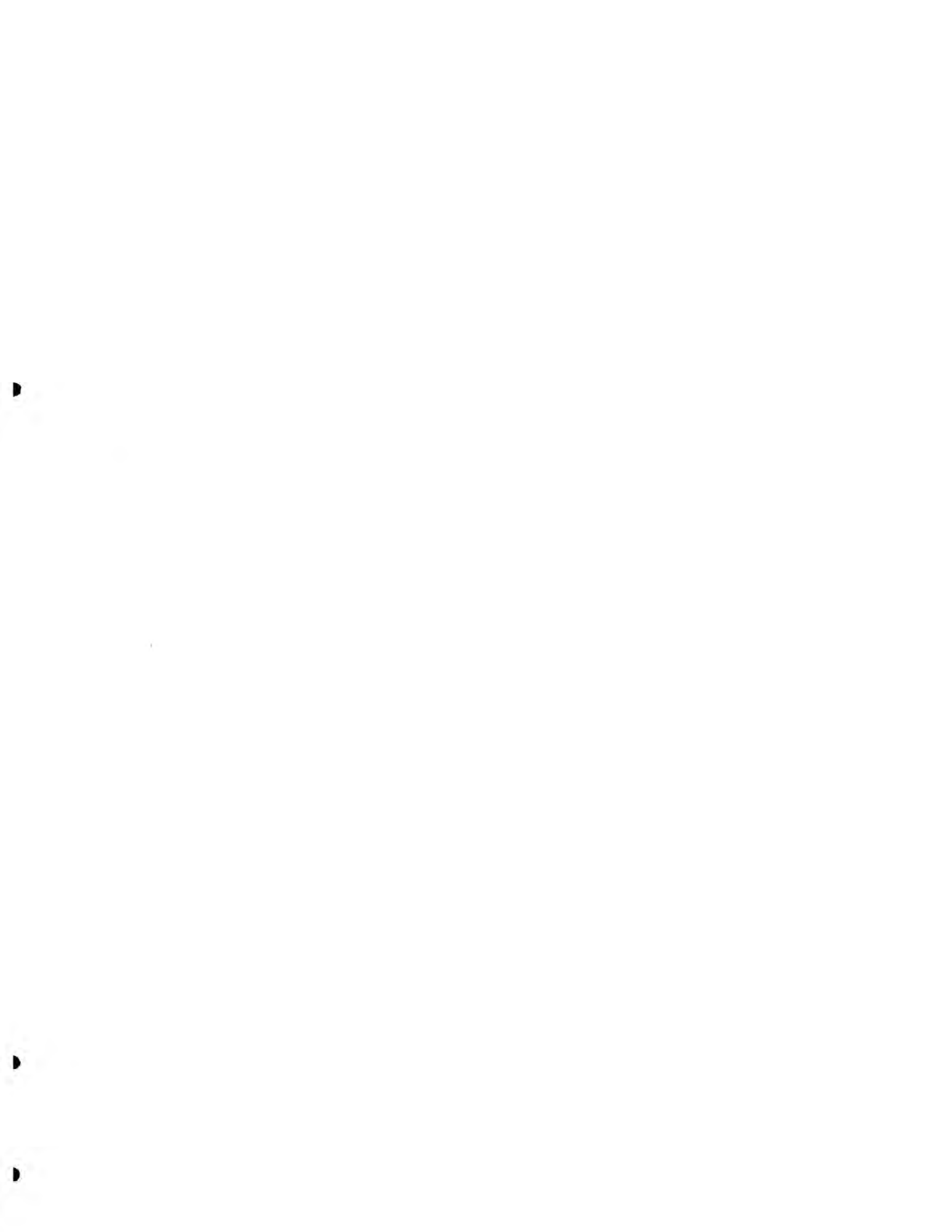


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## I-110 TRANSITWAY

### NORTHERN TERMINUS

#### Initial Study/Environmental Assessment

##### I. Purpose And Need For The Project

The proposed project consists of revising the design of Northern Terminus for the I-110 (Harbor Freeway) Transitway in the city of Los Angeles. (See Figures I-1 and I-2.) The purpose of this revision is to provide High Occupancy Vehicles (HOVs) a more direct route between the transitway and surface streets, and to accommodate a Traffic Systems Management (TSM) plan proposed by the city of Los Angeles requiring the conversion of Figueroa and Flower Streets to one-way arterials. In addition HOV lane facilities must now be designed to accommodate future conversion to a Light Rail Transit (LRT) facility.

The overall I-110 Transitway proposal, of which the Northern Terminus is an integral part, was addressed in the Final Environmental Impact Statement (FEIS) approved on March 20, 1985 by the Federal Highway Administration (FHWA). As originally presented in the FEIS the Transitway's Northern Terminus featured a northbound HOV on-ramp and southbound HOV off-ramp at Figueroa Street, south of 23rd Street, and a mainline transitway ending south of Washington Boulevard. (See Figure II-3 in this environmental document.)

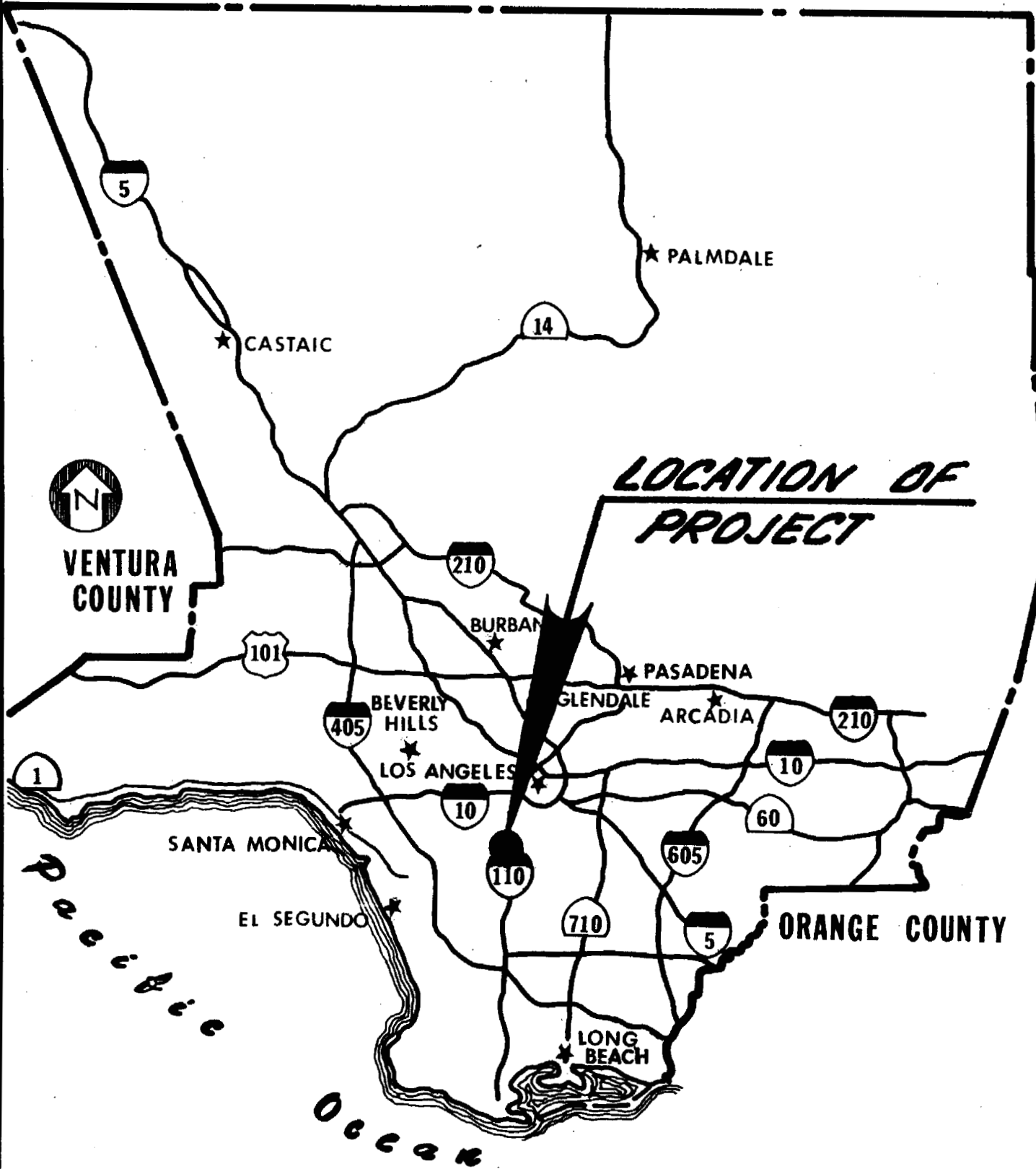
The revised design will result in improved transitway operation and simplified construction procedures. The proposed project is in a mixed use area consisting of strip commercial development, religious institutions, office buildings, some residences, automobile related businesses, health facilities, and educational facilities.

This is the third environmental document focusing on this project area. In February, 1990 Caltrans circulated the first Draft Environmental Assessment/Initial Study that addressed an alternative featuring a southbound HOV on-ramp from a realigned Flower Street, and a northbound HOV off-ramp to Figueroa Street, both south of 23rd Street (see Figure II-4.)

Due to community request an Open House/Public Input meeting was held on May 3, 1990 and the design proposed met with extensive public concern. Consequently, Caltrans modified its design concept and developed other alternatives for the Northern Terminus, including the preferred alternative.

A second Draft Environmental Assessment focusing on the Northern Terminus vicinity was circulated on May 28, 1991. The

# KERN COUNTY



**LOCATION OF PROJECT**

**REGIONAL LOCATION  
COUNTY OF LOS ANGELES**

FIGURE I-1



**PROJECT**

**LOS ANGELES**

**NORTHERN TERMINUS  
HARBOR FREEWAY - ROUTE 10 TRANSITWAY**

**FIGURE 1-2**

6

recommended alternative, Alternative A- now the Preferred Alternative, presented was a northbound HOV off-ramp to Adams Boulevard, and a southbound HOV on-ramp from Flower Street, south of 28th Street (with new HOV Frontage Road). (See Figure II-1.) This alternative and others developed after the May 3, 1990 meeting, and alternatives developed in the past, have been incorporated into this environmental document and were presented in the second environmental document for the purpose of full public disclosure. A formal Public Hearing was held at the Orthopaedic Hospital on June 27, 1991.



## II. ALTERNATIVES

### A. Alternative A - Preferred Alternative

Proposed Change - N/B HOV Off-Ramp to Adams Boulevard, and S/B HOV On-Ramp from Flower Street, south of 28th Street (with new HOV Frontage Road)

Caltrans proposes to make the proposed change discussed in this section to the preferred alternative identified in the Final Environmental Impact Statement (FEIS) for the I-110 Transitway approved on March 20, 1985. Other alternatives that have been developed for the Northern Terminus, but later discarded, are also discussed in the following sections of this chapter.

It is proposed to revise the design of the I-110 Transitway Northern Terminus from the original configuration presented in the March, 1985 FEIS (see Figure II-3). In addition, it is proposed to widen Figueroa Street and convert Figueroa and Flower Streets to essentially one-way arterials to accommodate the Traffic System Management (TSM) Plan of the city of Los Angeles. Figueroa Street would be one-way northbound, with two southbound contra-flow lanes; Flower Street would be one-way southbound, with one northbound contra-flow lane between Adams Boulevard and 23rd Street. The city's Figueroa/Flower one-way couplet would extend from Washington Boulevard south to where the two streets converge near Exposition Park, south of Exposition Boulevard.

Referring to Figure II-1 the I-110 transitway, an elevated structure at this location, would terminate south of 27th Street. Northbound HOVs would exit the transitway via an elevated HOV off-ramp structure to Adams Boulevard. Likewise southbound HOVs would gain access to the transitway on the east side of Flower Street just south of 28th Street, via an elevated HOV on-ramp structure.

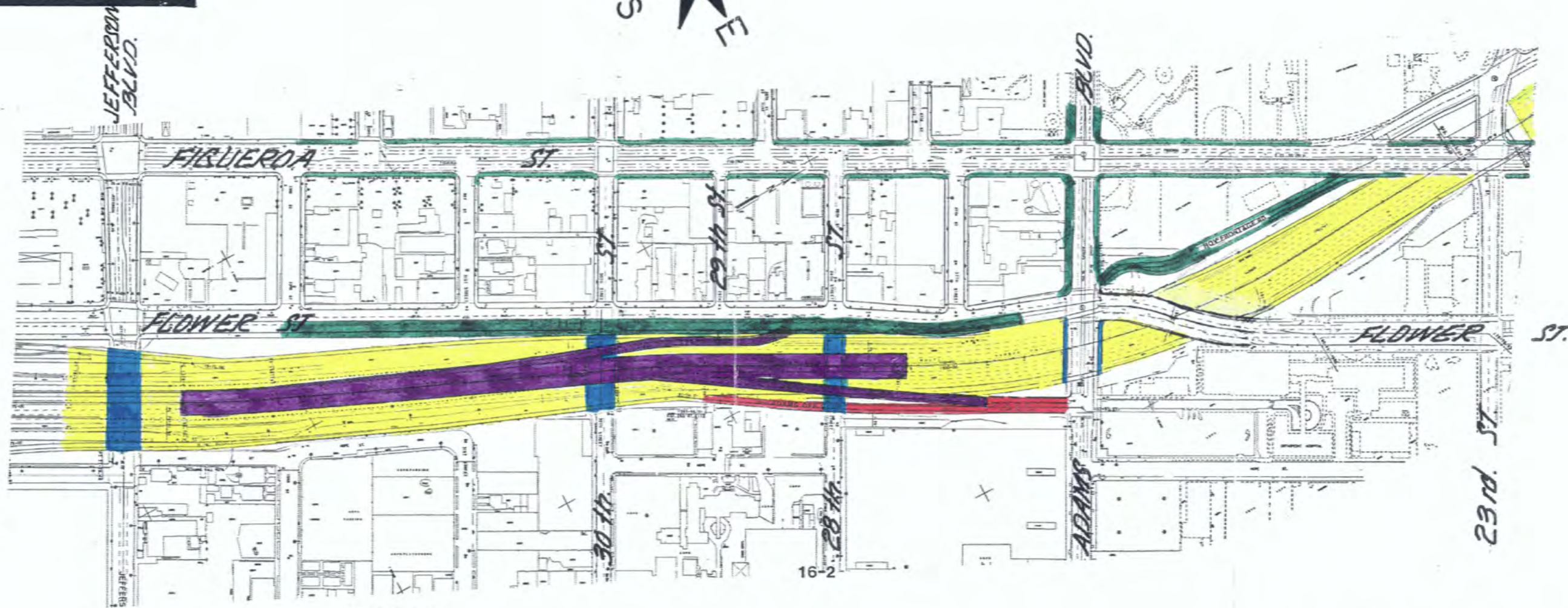
The HOV ramps and transitway structures would be elevated above the freeway, which is in cut in this vicinity, and the higher surrounding terrain and local grid system. The elevated transitway and N/B HOV-Off-Ramp structures would pass over the reconstructed freeway overcrossings at 28th Street and 30th Street. The elevated S/B HOV On-Ramp structure would merge with the mainline transitway structure just north of 30th Street. The Jefferson Boulevard undercrossing would also be reconstructed.

The 29th Street bridge will be demolished for the widening of the I-110 Freeway to accommodate the elevated transitway, and will not be replaced. The bridge has very low traffic counts and is very narrow (35 ft.). LADOT has concurred with the decision not to rebuild this structure. (See Figure II-2.)



LEGEND

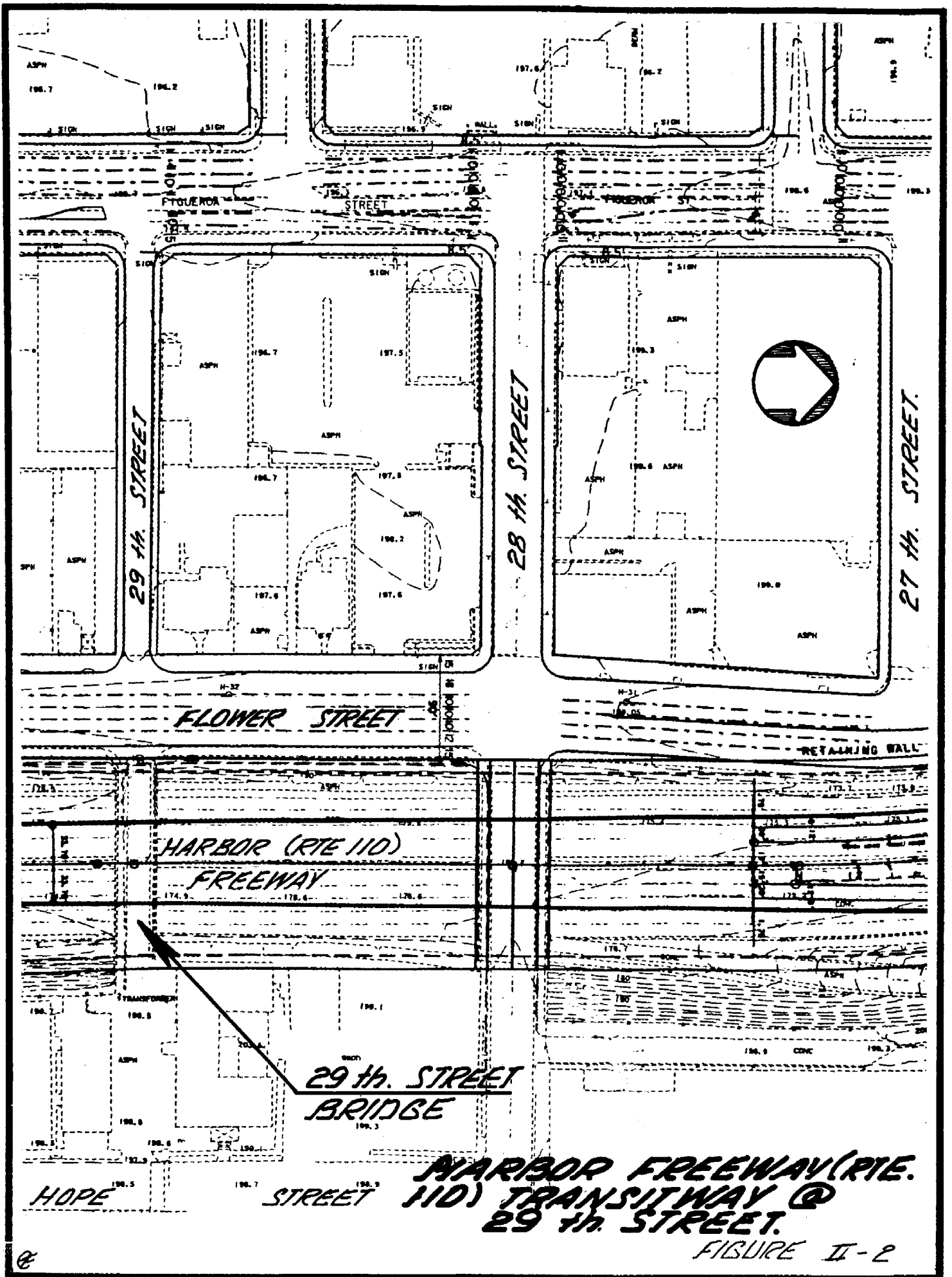
- STRUCTURES
- FREEWAY RAMPS
- LOCAL ROADS
- FREEWAY TRAVELWAY & SHOULDERS
- HOV VIADUCT



**ALTERNATIVE A**

*NORTHBOUND HOV OFF RAMP TO ADAMS BLVD., AND SOUTHBOUND HOV ON-RAMP FROM FLOWER ST., SOUTH OF 28th ST. (WITH NEW HOV FRONTAGE RD.)*

FIGURE II-1



The existing northbound freeway off-ramp to Adams Boulevard would be realigned with a newly constructed facility and shifted to the east to accommodate the northbound HOV off-ramp. However, this realigned off-ramp would join with the one-lane northbound HOV off-ramp on the southside of Adams Boulevard. The existing northbound off-ramp forms a two-lane T intersection at Adams Boulevard, and the intersection would have to be widened to accommodate the additional HOV traffic lane.

With the widening of the existing northbound off-ramp intersection at Adams Boulevard the existing traffic signal system at this location would have to be modified. In addition, the resulting three lanes would be designated with lane markers as left turn only (left lane), left turn only (middle lane), and right turn only (right lane), respectively. In addition, the lane striping on Adams Boulevard, from the northbound off-ramp west across the I-110 Freeway to Flower Street, would have to be altered to direct HOVs and buses onto the new HOV Frontage Road.

The new HOV Frontage Road for buses and carpools is also shown on Figure II-1 and would begin at the northwest corner of Adams Boulevard and Flower Street, and extend in a diagonal fashion on the east side of a mini-mall to Figueroa Street. This HOV facility would provide for a 24 foot wide roadway, a bus lay-over area, and a 10-foot sidewalk with street lights on the east side of the lay-over area. The new HOV Frontage Road would approximately parallel the existing concrete driveway on the easterly side of the mini-mall (along freeway right-of-way). This HOV Frontage Road would provide buses and other HOVs exiting the transitway at Adams Boulevard convenient access to Figueroa Street and on to the Los Angeles Central Business District (LACBD). By eliminating the need for buses and HOVs to turn right at Adams Boulevard onto Figueroa Street the potential for traffic congestion, particularly during peak periods, is reduced. In addition, the bus lay-over area would provide a convenient location for the boarding and discharging of bus passengers. The new HOV Frontage Road would be constructed within existing State Right-of-Way.

The widening of the Adams Boulevard overcrossing will allow additional HOV traffic handling capacity, and facilitate easy access of HOVs to the Bus/HOV Frontage Road. Thus the potential for traffic congestion is further reduced. (This widening would be accomplished by utilizing the existing pedestrian walkway space which will be discussed later in this section.)

Figueroa Street would be widened from an existing width of 67 feet to 82 feet from 32nd Street to its intersection with Figueroa Way (which extends from the Route 110 southbound off-ramp) just south of 23rd Street, and from 67 feet to 83 feet continuing north to 21st Street. To accommodate local businesses Figueroa Street will maintain a two-lane contra-flow operation between Exposition Park and Washington Boulevard. Likewise, to accommodate the Orthopaedic Hospital one northbound contra-flow

lane would be provided on Flower Street between Adams Boulevard and 23rd Street.

With the widening of Figueroa Street all of the existing driveways between 23rd Street and Adams Boulevard will also be widened; this will accommodate the ease of turning into the driveways from the curb lane. In response to neighborhood concerns, the required widening on the west side of Figueroa Street north of Adams Boulevard will be minimized. At least a 10-foot wide sidewalk will be maintained in front of the Stimson House and Saint Vincent De Paul Church. The sidewalk would taper to 8.5 feet approximately 100 feet north of the Adams Boulevard intersection, and remains at 8.5 feet from the Automobile Club of Southern California south to 32nd Street.

This narrowing of the sidewalk was necessary for the proper alignment of lane striping on Figueroa Street, to the north and south of Adams Boulevard. The original intention was to provide a continuous 10 foot wide sidewalk on the west side of Figueroa Street, to the south as well as north of Adams Boulevard. However, in order to provide a 10 foot wide sidewalk to the south of Adams Boulevard one lane of traffic would have to be eliminated; this would be detrimental to the TSM portion of the proposal, since a lane of traffic capacity would be lost. The 82 foot curb to curb roadway width is the minimal width necessary for 2 southbound lanes, 1 left-turn lane, and 5 northbound lanes on Figueroa Street. By maintaining this 82 foot width, on both sides of the intersection with Adams Boulevard, traffic lane striping on both legs of Figueroa Street would be in precise alignment.

Figueroa Street would be an eight-lane arterial, including turning lanes, throughout the project area except for the section between Adams Boulevard and Figueroa Way, where the street narrows to seven lanes. The additional lane drops out south of the Adams/Figueroa intersection, where it becomes a right-turn-only lane. One lane was dropped in this area in response to citizen concerns regarding the original project design, which called for an 8 ½-foot sidewalk in front of Saint Vincent's School, the Stimson House, and Saint Vincent De Paul Church. (By dropping this lane it was possible to provide a 10 foot wide sidewalk in the area of concern.) Dropping the eighth lane was possible because the traffic capacity that it contributes is provided by the Bus/HOV frontage road paralleling Figueroa Street. Figueroa expands again to eight lanes north of the HOV viaduct.

Flower Street, between 30th Street and Adams Boulevard, will be resurfaced (see Figure II-1). Because of the reconstruction of the 28th Street and 30th Street overcrossings, the resulting bridge structures would be at a higher elevation than the existing structures. Consequently, the Flower Street roadbed will have to be adjusted (via resurfacing) to accommodate the changes in elevation. The adjustment of the Flower Street

roadbed would in turn result in drainage flowing to the west side of Flower Street.

Approach widening and curb work would be done along Adams Boulevard to the east and west of the intersection with Figueroa Street. This widening would begin at about 300 feet west of Figueroa Street and extend eastward to Flower Street. There would be no actual widening on the northside of Adams Boulevard west of Figueroa Street. The southside of Adams Boulevard, west of Figueroa Street, would be widened approximately 5 feet. The northside of Adams Boulevard, east of Figueroa Street, would be widened approximately 7 feet. To the east of Figueroa Street, the southside of Adams Boulevard would be widened approximately 3 feet, but this widening would not extend to Flower Street (see Figure II-1).

To insure adequate traffic handling capacity on the Adams Boulevard overcrossing structure the roadbed width will be expanded to 76 feet. A wider roadbed will better accommodate the HOVs exiting the N/B Off-Ramp to Adams Boulevard, turning west, and traveling across the Adams Boulevard structure to access the new HOV Frontage Road.

Traffic handling capacity enhancement on the Adams Boulevard overcrossing will be accomplished by removing portions of the existing walkways and converting the space to automobile use. Pedestrian traffic will be accommodated by attaching a cantilevered pedestrian walkway to the sides of the Adams Boulevard bridge.

Northbound buses and HOVs on the transitway, whose trips originate at points south, desiring to continue north to the Los Angeles Central Business District (LACBD) could transition back into mixed flow freeway traffic (via a fifth lane) at about 37th Street. This move would eliminate the need to get off at Adams Boulevard and take surface streets into the LACBD. Likewise, southbound buses and HOVs, on the freeway, coming from the LACBD and points north, desiring to access the transitway could do so at about 37th Street. The northern most point for southbound buses and HOVs to directly access the transitway would be from Flower Street south of 28th Street.

It should be noted that the Preferred Alternative does not allow for the merging of HOV traffic from the main line transitway with mixed flow freeway traffic, north of 27th Street. The transitway structure is terminated north of 28th Street and elevated above the Freeway.

B. Alternative B

N/B and S/B HOV Off/On-Ramps to/from Figueroa Street, south of 23rd Street (HOV Mainline to Route 110 south of Washington Boulevard)

The original Northern Terminus (see Figure II-3) of the proposed I-110 Transitway was presented in the Final Environmental Impact Statement approved March 20, 1985. This alternative features an elevated transitway structure above both the Harbor Freeway, which is in cut in this vicinity, and the surrounding terrain and local grid system. In addition, two elevated ramp structures would provide ingress/egress for buses and high occupancy-vehicles (HOVs) to/from the transitway from the east side of Figueroa Street, south of 23rd Street and opposite Figueroa Way (see Figure II-3). Northbound HOVs could exit the transitway at this location via the northbound off-ramp structure, which would pass under the main transitway structure. Likewise, southbound HOVs could access the transitway via the southbound on-ramp structure.

The elevated transitway would continue north of 23rd Street until it joins at grade with the Harbor Freeway median south of Washington Boulevard. Northbound HOVs would then have to merge with mixed-flow freeway traffic between Washington Boulevard and the Santa Monica Freeway (I-10). Likewise, southbound HOVs coming from the LACBD vicinity could begin exiting southbound mixed-flow freeway traffic just north of the Santa Monica Freeway, and access the transitway structure south of Washington Boulevard to continue south.

This alternative would require the expansion of freeway right-of-way limits at various locations to accommodate the addition of the transitway facility. On the west side of the Harbor Freeway between 23rd Street and Washington Boulevard, both the southbound Harbor Freeway off-ramp to 23rd Street and the eastbound I-10 to southbound I-110 connector would have to be realigned. This realignment would require the taking of properties to the west of the freeway in this area. Other areas where additional right-of-way would be required are on both sides of the Harbor Freeway between Jefferson Boulevard and 30th Street, and east of the freeway between 22nd Street and Washington Boulevard. See Figure II-3.

By 1987 the northbound and southbound HOV ramps to/from Figueroa Street configuration for the I-110 Transitway Northern Terminus, as presented in the 1985 FEIS, had been altered. The primary reasons for this alteration are as follows:

1. The city of Los Angeles proposed Traffic Systems Management Plan required the conversion of Figueroa Street as a northbound, and Flower Street as a southbound, one-way arterial, respectively. Thus the S/B on and the N/B off-ramps ending at Figueroa Street had to be altered.
2. Revised transitway usage projections, and the desire to accommodate direct HOV traffic to/from eastbound/westbound I-10 (Santa Monica Freeway), promoted the concept of a four-lane transitway rather

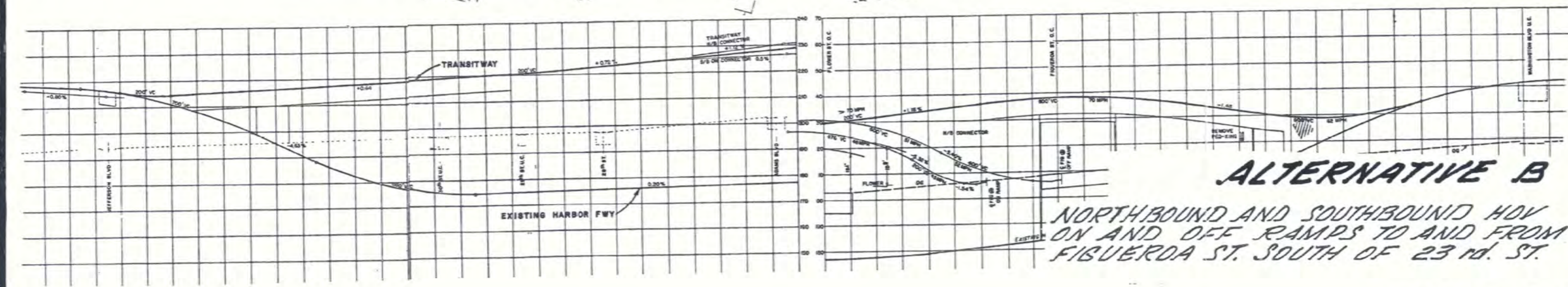
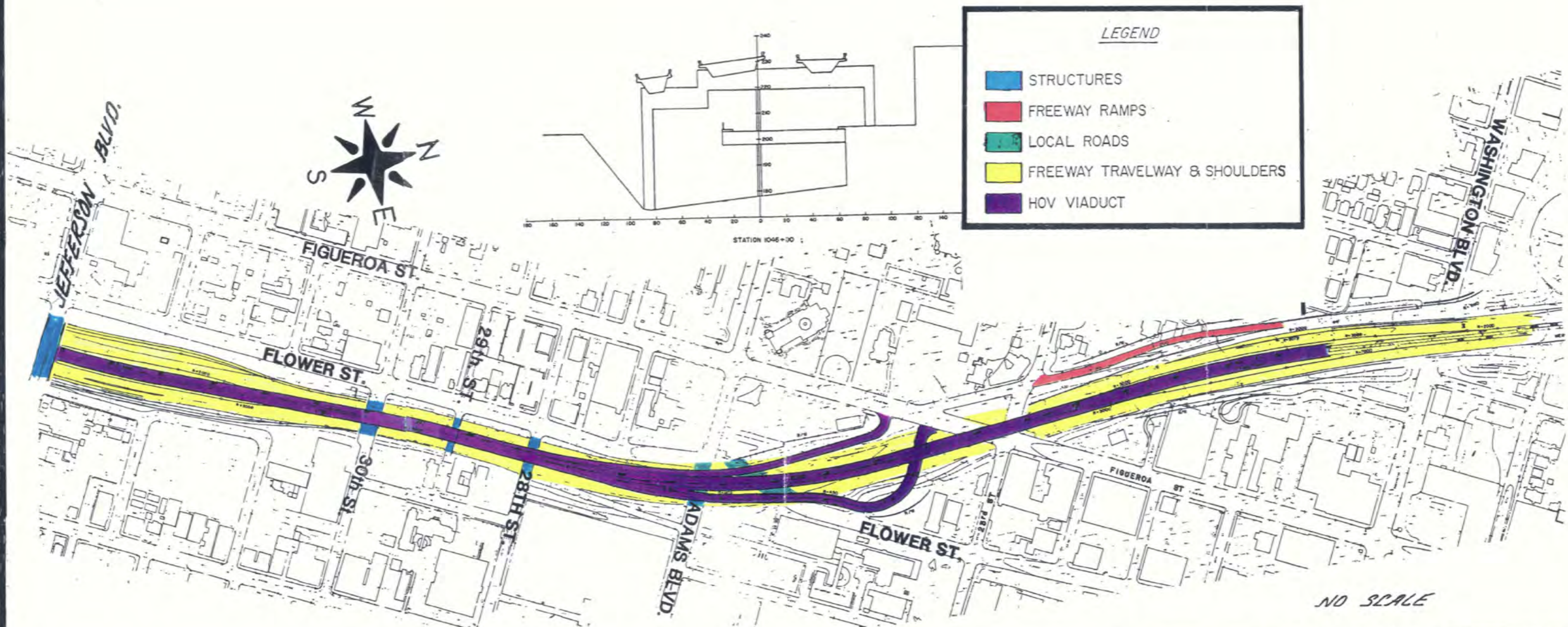


FIGURE II-3

than the previous two-lane concept. A four-lane (2-lanes N/B and 2-lanes S/B) transitway could be provided for an additional fraction of expenditures above the original cost for a two-lane transitway. The expenditure of the additional funds to develop an upgraded transitway facility was deemed cost effective. Consequently all two-lane transitway concepts, including the subject Alternative B, were abandoned in favor of four-lane concepts.

### C. Alternative C

N/B HOV Off-Ramp to Figueroa Street and S/B HOV On-Ramp from realigned Flower Street, south of 23rd Street.

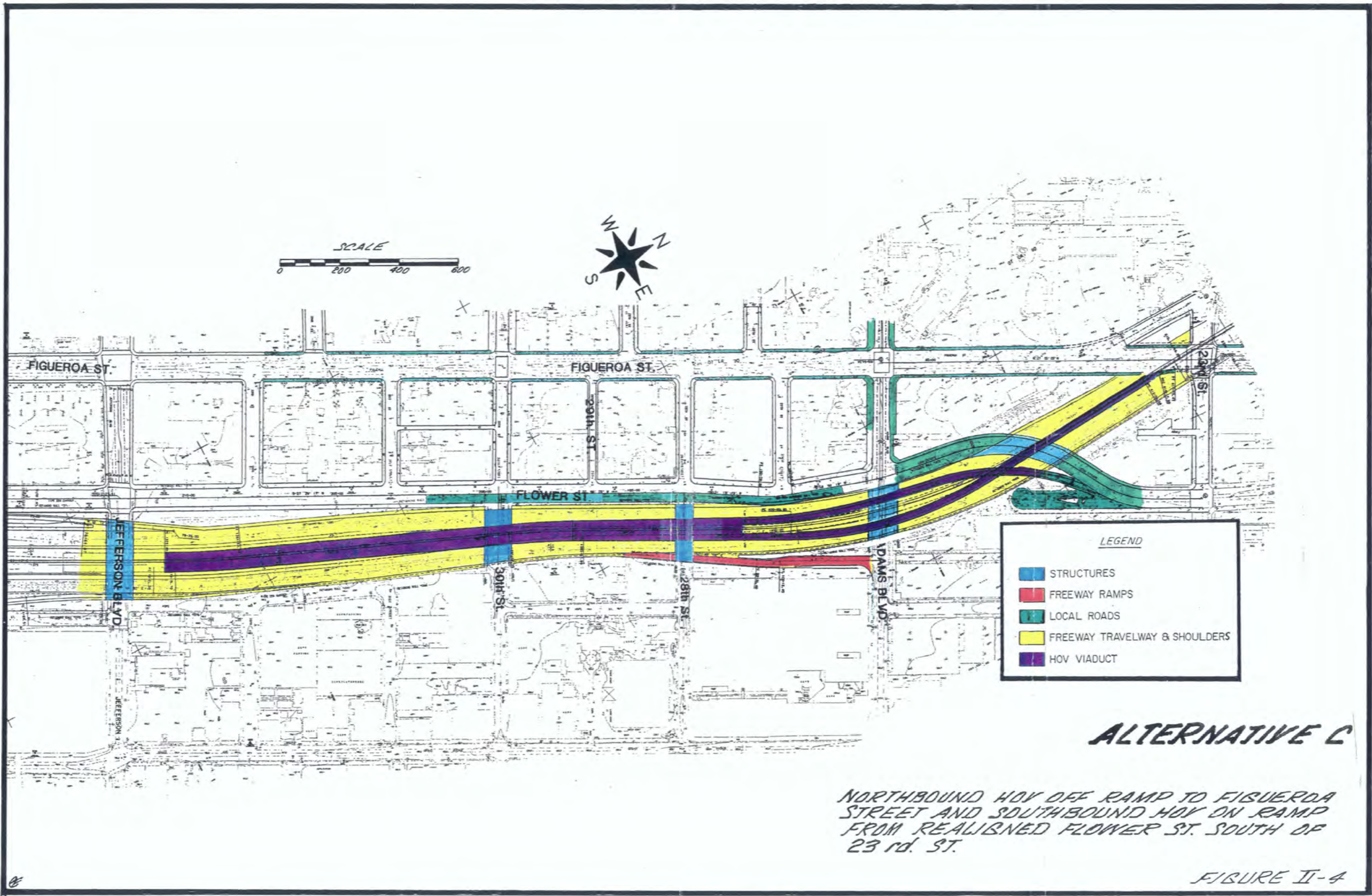
This alternative (as originally designed with the main line transitway terminated north of Adams Boulevard) was presented as the proposed design of the Northern Terminus for the I-110 Transitway in an Environmental Assessment/Initial Study circulated in early 1990. It was also the subject of an Open House/Public Input meeting held at Saint Vincent's Elementary School on May 3, 1990. A salient feature of this alternative is the realignment of Flower Street over the Harbor Freeway requiring the demolition of the existing bridge, with the construction of a new bridge structure to accommodate a realigned Flower Street. The Adams Boulevard overcrossing would also be demolished and reconstructed. (See Figure II-4.)

Primary features of this alternative (as revised) are an elevated Bus/HOV transitway, an elevated HOV northbound off-ramp to Figueroa Street just south of 23rd Street, and an elevated HOV southbound on-ramp from a realigned Flower Street south of 23rd Street (and just west of the Orthopaedic Hospital, 2400 South Flower Street). The transitway and HOV ramps would be on structures elevated above the Harbor Freeway, which is in cut in this vicinity, and the surrounding terrain and local grid system. The transitway structure would pass over the 30th Street and 28th Street freeway overcrossings and terminate south of 27th Street.

The northbound HOV off-ramp structure would diverge from the main line transitway and pass over the Adams Boulevard overcrossing, the southbound HOV on-ramp structure, and the realigned Flower Street overcrossing. Likewise, the southbound HOV on-ramp structure would pass over the Adams Boulevard overcrossing and merge with the main line transitway structure south of 27th Street. (Refer to Figure II-4.)

This alternative would also include the widening of Figueroa Street. Approach widening and curb work would be done on Adams Boulevard between west of Figueroa Street and Flower Street. It would also accommodate the conversion of Figueroa and Flower Streets to essentially one-way arterials as part of the city of





**ALTERNATIVE C**

NORTHBOUND HOV OFF RAMP TO FIGUEROA STREET AND SOUTHBOUND HOV ON RAMP FROM REALIGNED FLOWER ST. SOUTH OF 23 rd. ST.

FIGURE II-4

Los Angeles TSM plan. Implementation of this alternative would require the demolition of the 29th Street bridge and the reconstruction of the Jefferson Boulevard undercrossing, the 28th Street overcrossing, and the 30th Street overcrossing.

Existing Flower Street would be cul-de-sac'ed just east of the Harbor Freeway with implementation of this alternative. To facilitate patients arriving at, and exiting from, the Orthopaedic Hospital a northbound contra-flow lane would be provided from the end of the cul-de-sac along the east side of the Flower Street stub to 23rd Street. (Flower Street would be realigned and converted to one-way southbound.) In this fashion southbound vehicles along Flower Street could merge into the stub area, reverse direction at the cul-de-sac, enter the hospital driveway to drop off patients, and leave the driveway on the northbound contra-flow lane to access 23rd Street.

Similar to the current northern terminus proposal this configuration would require northbound buses and HOVs, desiring to continue to the LACBD without utilizing surface streets, to exit the transitway at about 37th Street to enter mixed-flow freeway traffic. Likewise, southbound buses and HOVs coming from the LACBD and points north, desiring to access the transitway (from the mixed-flow freeway) could do so at about 37th Street. The northernmost point for southbound HOVs to directly access the transitway would be from Flower Street south of 23rd Street.

The N/B HOV Off-Ramp to Figueroa Street and S/B HOV On-Ramp from Flower Street, south of 23rd Street Alternative for the I-110 Transitway Northern Terminus was the subject of the May 3, 1990 Open House/Public Input meeting. There was considerable public opposition to implementing this alternative. For a more detailed discussion of public comments received at the Open House/Public Input meeting refer to Chapter V, Section B, of this environmental document. The major concerns raised at the meeting are as follows:

1. Residents along 23rd Street, west of Figueroa Street, felt that the proposal would lead to increased traffic along 23rd Street.
2. Many historic properties preservation advocates felt that the magnitude of the project, particularly the widening of Figueroa Street, would harm the area's historic churches and residential areas.
3. Several citizens felt that by widening Figueroa Street, and increasing traffic volumes thereon, school children who cross to and from school would be exposed to a less safe situation.
4. Many felt that the large elevated transitway and HOV ramp structures would pose an adverse aesthetic impact and an unacceptable intrusion into the community.

5. The Orthopaedic Hospital opposed the proposal on many grounds -- hospital officials said that the projects impact on its facilities and activities were not adequately addressed; citing noise, vibration, air quality, access, and aesthetic impacts.
6. There was an overall feeling that the Northern Terminus should be located someplace else, rather than at 23rd Street.

After the Open House/Public Input meeting Caltrans met several times with hospital officials, community groups, and the city of Los Angeles Department of Transportation to work out modifications amenable to all concerned. Several alternatives were developed (these will be discussed in following sections) but were found to be technically infeasible. An additional issue came to the fore when the Los Angeles County Transportation Commission (LACTC) was unable to make a firm commitment to a future LRT line on Flower Street. The LACTC will have to complete the CEQA process before it can make a final decision on an LRT alignment. This made it difficult for Caltrans and the LACTC to develop a mutually usable design configuration for the Flower Street bridge.

Because of the above issues and concerns the HOV on and off-ramps south of 23rd Street design configurations for the I-110 Transitway's Northern Terminus were dropped from further consideration.

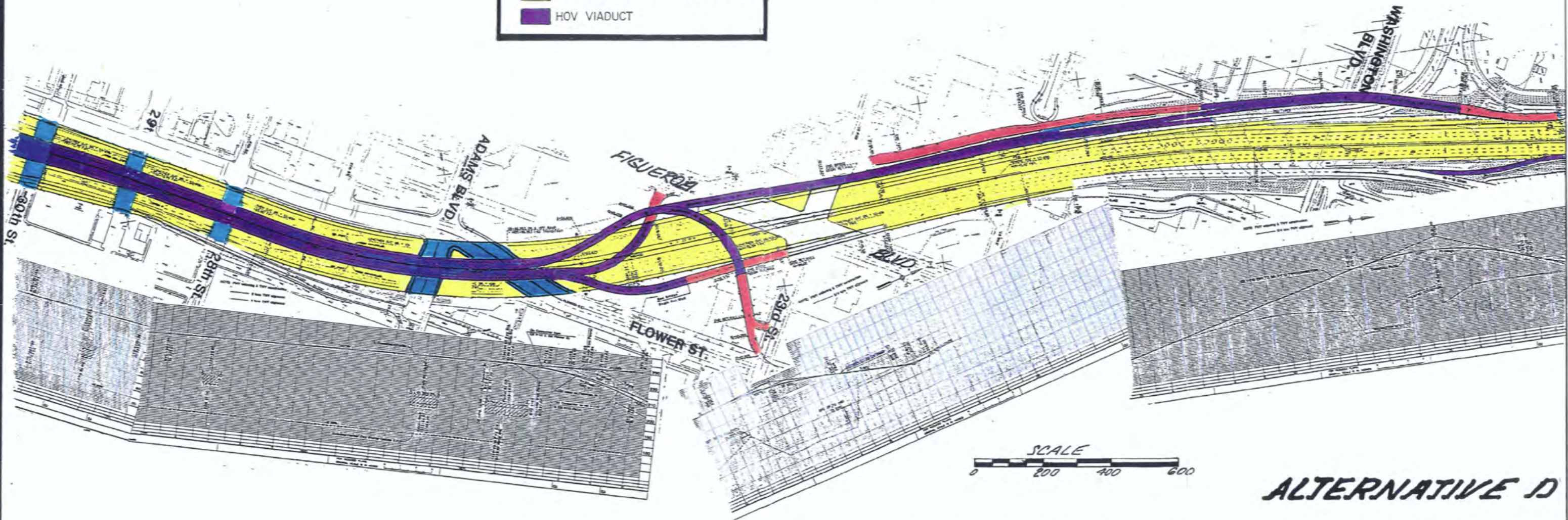
#### D. Alternative D

N/B HOV Off-Connector to E/B Route 10 and S/B HOV On-Connector from W/B Route 10, and S/B Route 110 Slip Ramp from E/B Route 10 Connector to N/B Route 110 (with N/B HOV Off-Ramp to Figueroa Street and S/B HOV On-Ramp from 23rd Street, west of Flower Street).

This alternative was developed in 1987 and was presented in the Environmental Assessment/Initial Study circulated to the public in early 1990. Referring to Figure II-5, its main features are a Bus/HOV transitway, on and off freeway to freeway connectors, and on and off HOV ramps. All of these facilities would be on structures elevated above the Harbor Freeway, which is in cut in this vicinity, and further elevated above the surrounding terrain and local grid system. The existing S/B freeway off-ramp would have to be shifted to the west and replaced with a realigned ramp. Of all the alternatives addressed in this environmental document it would involve the most extensive and complex construction of new elevated structures.

LEGEND

- STRUCTURES
- FREEWAY RAMP
- LOCAL ROADS
- FREEWAY TRAVELWAY & SHOULDERS
- HOV VIADUCT



**ALTERNATIVE 1D**

NORTHBOUND HOV OFF CONNECTOR TO EAST-BOUND ROUTE 10 & SOUTHBOUND HOV ON CONNECTOR FROM WESTBOUND ROUTE 10 AND SOUTHBOUND ROUTE 10 SLIP RAMP FROM EAST-BOUND ROUTE 10 CONNECTOR TO NORTHBOUND ROUTE 10

FIGURE II-5

South of 23rd Street the transitway ends and northbound buses and HOVs could exit the transitway via an off-ramp to Figueroa Street, or they could continue on to northbound I-110 directly to the LACBD, or access eastbound I-10 (Santa Monica Freeway) via an off-connector. See Figure II-5. The off-connector would pass under the HOV southbound on-ramp structure and merge with the northbound Harbor Freeway south of 21st Street. Northbound HOVs would continue on the two right freeway lanes, which in turn diverges from main line freeway traffic at about Washington Boulevard to access the eastbound I-10 connector. The HOVs would then have the option of continuing on to eastbound I-10, or access northbound I-110 via a newly constructed northbound I-110 connector (see Figure II-5).

Southbound HOVs originating in the LACBD could access the transitway from the Harbor Freeway via a southbound I-110 freeway to southbound transitway connector, south of the Santa Monica Freeway. Likewise, HOVs exiting eastbound I-10 via the eastbound I-10 to southbound I-110 freeway to freeway connector could access the eastbound I-10 to southbound I-110 transitway connector. The two transitway connectors would merge north of 23rd Street into one structure referred to as the eastbound I-10 freeway to southbound I-110 freeway connector. This connector would then in turn merge with the southbound HOV on-ramp from the 23rd Street structure (see Figure II-5). Southbound HOVs would continue on to the southbound transitway via the resulting merged S/B on-connector.

This alternative was developed as a preliminary design of the I-110 Transitway Northern Terminus, but it was abandoned. The reasons for abandonment were largely due to the complexity of the network of structures and a number of non-standard features. During construction extensive falseworks would have been required. The HOV on and off-ramp configurations involved non-standard curb radii, which is not a desirable feature for large vehicles such as buses. The resulting network of structures would have been an intricate arrangement. Upon further reflection, and in light of the increased traffic handling capacity of Flower and Figueroa Streets upon conversion to essentially one-way arterials, it was decided that configurations with less non-standard features, and more direct access to/from local streets, should be considered. Hence, the abandonment of this alternative.

#### E. Alternative E

N/B HOV Off-Ramp to Figueroa Street and S/B HOV On-Ramp from Flower Street, south of 23rd Street (with "Criss-Cross" alignment of Flower and Figueroa Streets)

This alternative was developed in 1988 to accommodate the city of Los Angeles TSM plan as then envisioned. It also reflects the desire to develop alternatives that result in more simplified

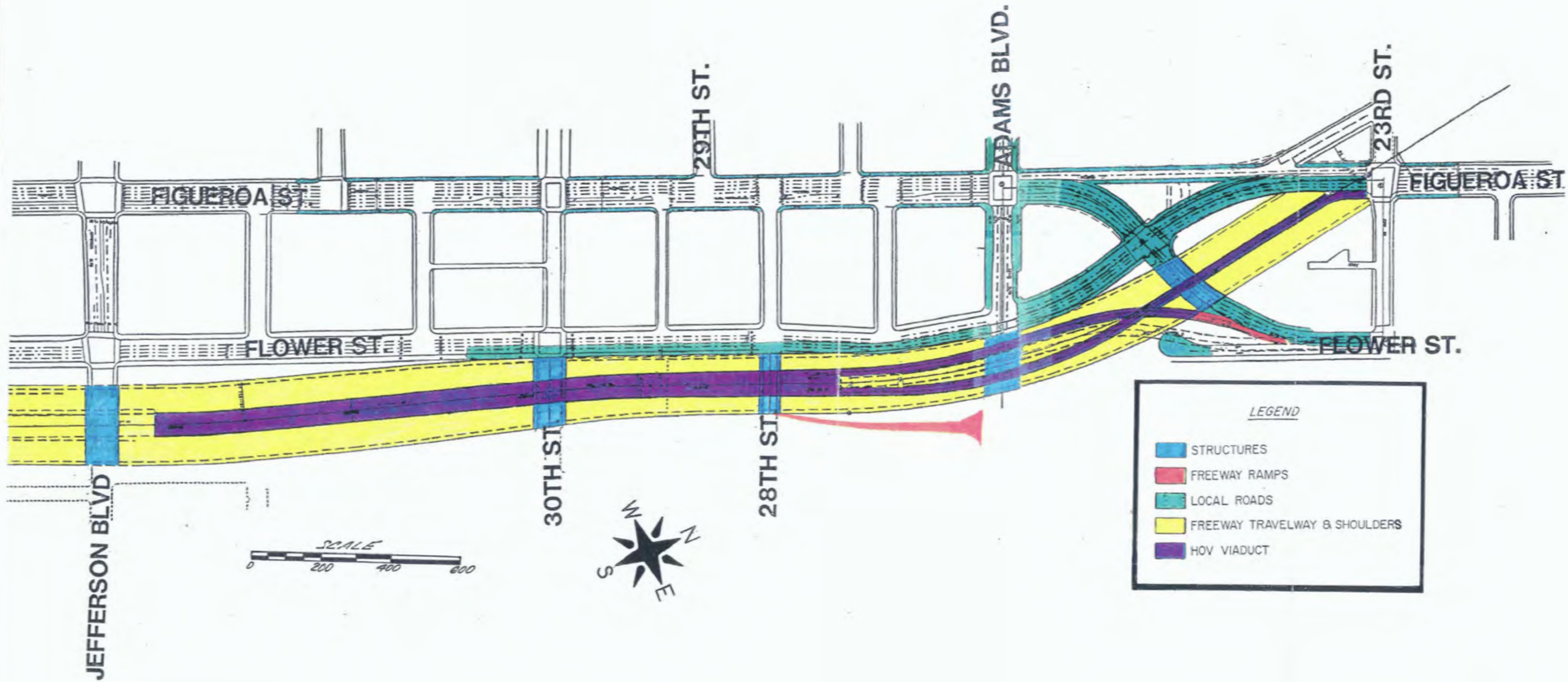
construction procedures and more direct access to local arterials. Hence, this alternative does not feature any freeway to transitway connector structures that were so prominent in the alternative addressed in Section D of this chapter.

Referring to Figure II-6 this alternative provides for a transitway, a northbound HOV off-ramp to Figueroa Street, and a southbound HOV on-ramp from Flower Street (both HOV ramps would terminate south of 23rd Street). The transitway and both HOV ramps would be on structures elevated above the Harbor (I-110) Freeway, which is in cut in this vicinity, and the surrounding terrain and local grid system. The transitway structure would cross over the reconstructed 30th Street and 28th Street overcrossings (as with the Preferred Alternative the existing 29th Street overcrossing would be demolished). The Jefferson Boulevard undercrossing would also be reconstructed. Figueroa Street would be widened as shown in Figure II-6 and Flower Street would be resurfaced between 30th Street and Adams Boulevard. Approach widening and curb work would be done on Adams Boulevard between west of Figueroa Street and Flower Street. The northbound HOV off-ramp structure would pass over the Adams Boulevard overcrossing, the southbound HOV on-ramp structure, and a realigned Flower Street overcrossing. The southbound HOV on-ramp structure would pass over the Adams Boulevard overcrossing. The existing northbound freeway off-ramp to Adams Boulevard would be realigned and shifted to the east.

But the salient feature of this alternative is the criss-cross pattern formed by the realignment and extension of Flower Street over the Harbor Freeway, and a newly constructed street level roadway connecting Flower Street north of Adams Boulevard and Figueroa Street south of 23rd Street. The existing Flower Street overcrossing structure would be demolished, with Flower Street realigned and a new overcrossing structure built as shown in Figure II-6. The existing Flower Street would be cul-de-sac'ed east of the freeway. In addition, the existing Adams Boulevard overcrossing would be demolished and reconstructed.

The purpose in devising this criss-cross configuration was to accommodate the then city of Los Angeles TSM Plan that required Figueroa Street to be converted to essentially a southbound Street south of Adams, but converted northbound north of 23rd Street. Likewise, the plan required Flower Street to be converted to a northbound street south of Adams Boulevard, but converted southbound north of 23rd Street. The criss-cross configuration between Adams Boulevard and 23rd Street would allow for the necessary reversal of direction of Figueroa and Flower Streets.

With the implementation of this alternative northbound HOVs on the transitway, desiring to continue to the LACBD, would have to merge into mixed-flow freeway traffic at about 37th Street; otherwise, they would be forced to exit the transitway at



*LEGEND*

- STRUCTURES
- FREEWAY RAMPS
- LOCAL ROADS
- FREEWAY TRAVELWAY & SHOULDERS
- HOV VIADUCT

***ALTERNATIVE E***

*NORTHBOUND HOV OFF RAMP TO FIGUEROA ST.  
AND SOUTHBOUND HOV ON RAMP FROM  
FLOWER ST. SOUTH OF 23RD ST.*

*FIGURE II-6*

Figueroa Street south of 23rd Street. Likewise HOVs traveling southbound in mix-flow freeway traffic, coming from the LACBD, desiring to access the transitway could not do so until about 37th Street. The most northerly point for southbound HOVs to directly access the transitway would be from Flower Street south of 23rd Street.

This alternative was the subject of an Open House held by Caltrans on December 15, 1988 at the District 7 Office. The primary participants at the Open House were merchants from the mini-mall located in the northeast quadrant of the intersection of Adams Boulevard and Figueroa Street, west of the Harbor Freeway. The proposed realignment of Flower Street, and new construction of the connector road previously described, would have caused the displacement of many of these merchants. Other attendees included property owners in the mini-mall and representatives from Saint Vincent De Paul Church and USC. Representatives from Caltrans and the city of Los Angeles Department of Transportation (LADOT) were there to answer questions and explain the operation of the criss-cross configuration and transitway.

There was no general opposition to this alternative expressed at the Open House. The primary concern of the merchants was business relocation benefits. Property owners had questions regarding Caltrans' policies and procedures in purchasing property.

This alternative was dropped from further consideration when the city of Los Angeles modified its TSM Plan to convert Figueroa Street to essentially a one-way northbound arterial (with two northbound contra-flow lanes), and Flower Street to a southbound arterial (with one contra-flow lane between Adams Boulevard and 23rd Street), for the entire stretch between Washington Boulevard and where the two streets meet at Exposition Park.

#### F. Alternative F

N/B HOV Off-Ramp to Figueroa Street, south of 23rd Street, and S/B HOV On-Ramp from Flower Street, south of Adams Boulevard

After the May 3, 1990 Open House/Public Input meeting Caltrans and LADOT held several meetings with representatives of the Orthopaedic Hospital, LACTC officials, representatives from the Saint Vincent De Paul Church, community representatives, Automobile Club representatives, and City Council Aides. The purpose of these meetings was to gain community input on possible adjustments to the alternative presented at the May 3, 1990 meeting, and arrive at a mutually acceptable design for the Transitway's Northern Terminus. Caltrans also developed other design concepts in an attempt to find a mutually acceptable configuration.



One of the basic design concepts developed was an alternative described as the "N/B HOV Off-Ramp to Figueroa Street, South of 23rd Street, and S/B HOV On-Ramp from Flower Street, South of Adams Boulevard" Alternative. See Figure 7A where this alternative is presented with provisions for LRT. (A variation of the alternative is presented in Figure 7B without provisions for future LRT.) The basic features of this alternative are a transitway and two HOV ramp structures elevated above both the Harbor Freeway, which is in cut in this vicinity, and the surrounding terrain and local grid system.

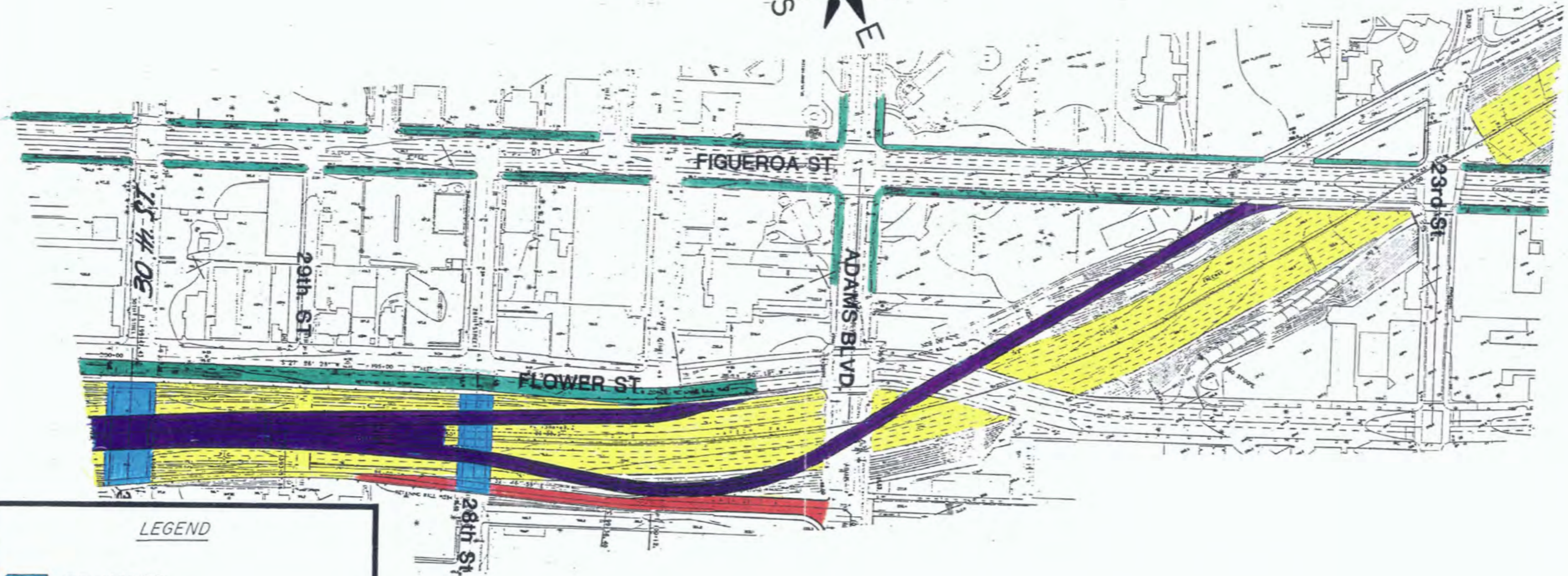
The transitway structure would terminate south of 28th Street after passing over the 30th Street overcrossing. See Figure 7A. The northbound HOV off-ramp structure to Figueroa Street would commence south of 28th Street and pass over the 28th Street overcrossing, the Adams Boulevard overcrossing and the Flower Street overcrossing. This northbound ramp structure would be over 1500 feet long. The southbound HOV on-ramp from Flower Street structure would pass over the 28th Street overcrossing and merge with the transitway south of 28th Street.

With implementation of this alternative the 30th Street and 28th Street overcrossings, and the Jefferson Boulevard undercrossing would be reconstructed. The 29th Street overcrossing would be demolished and not replaced.






This alternative would accommodate the widening of Figueroa Street, the conversion of Figueroa and Flower Streets to essentially one way arterials, and approach widening and curb work on Adams Boulevard between west of Figueroa Street and Flower Street. It would also incorporate the realignment of the existing northbound freeway off-ramp to Adams Boulevard, and the resurfacing of Flower Street between 30th Street and Adams Boulevard.

With the implementation of this alternative northbound HOVs on the transitway, desiring to continue to the LACBD, would have to merge into mixed-flow freeway traffic at about 37th street; otherwise, they would be forced to exit the transitway at Figueroa Street south of 23rd Street. Likewise, HOVs traveling southbound in mix-flow freeway traffic, coming from the LACBD, desiring to access the transitway could not do so until about 37th Street. The most northerly point for southbound HOVs to directly access the transitway would be from Flower Street south of Adams Boulevard.

This alternative was dropped from further consideration when it was determined that the northbound HOV off-ramp structure could not be physically supported without reconstructing the Adams Boulevard overcrossing; this would allow for the placement of support columns in the median of the Freeway.



LEGEND

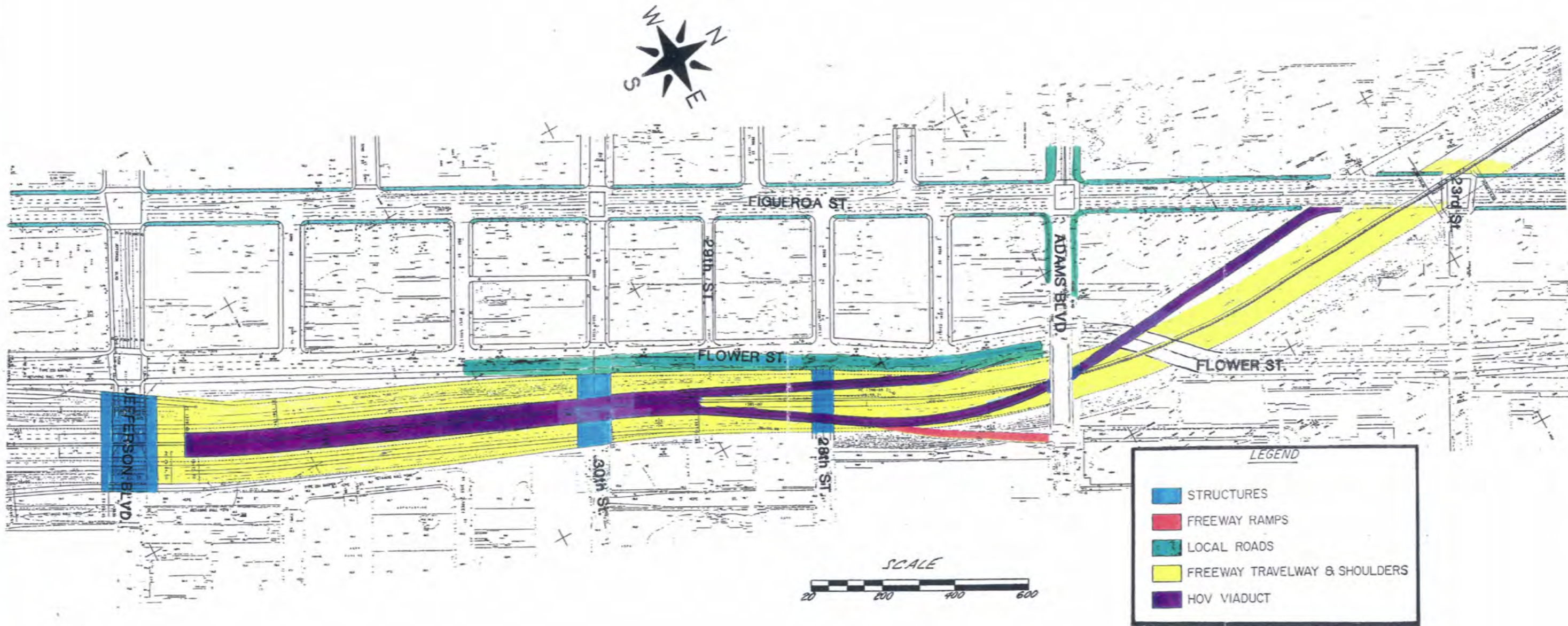
-  STRUCTURES
-  FREEWAY RAMPS
-  LOCAL ROADS
-  FREEWAY TRAVELWAY & SHOULDERS
-  HOV VIADUCT



**ALTERNATIVE F**

NORTHBOUND HOV OFF RAMP TO FIGUEROA ST. SOUTH OF 23rd St. AND SOUTHBOUND HOV ON RAMP FROM FLOWER ST. SOUTH OF ADAMS BLVD.

FIGURE II-7A



**ALTERNATIVE F**

NORTHBOUND HOV OFF RAMP TO FIGUEROA ST. SOUTH OF 23<sup>RD</sup> ST. AND SOUTHBOUND HOV ON RAMP FROM FLOWER ST. SOUTH OF ADAMS BLVD.

FIGURE II-7B

### G. Alternative G

N/B HOV Off-Ramp to Adams Boulevard, and S/B HOV On-Ramp from Flower Street, south of 23rd Street

Like the alternative just described in Section F of this chapter, this subject alternative was developed after the May 3, 1990 meeting in an attempt to find a mutually acceptable configuration for the Northern Terminus. See Figure II-8.

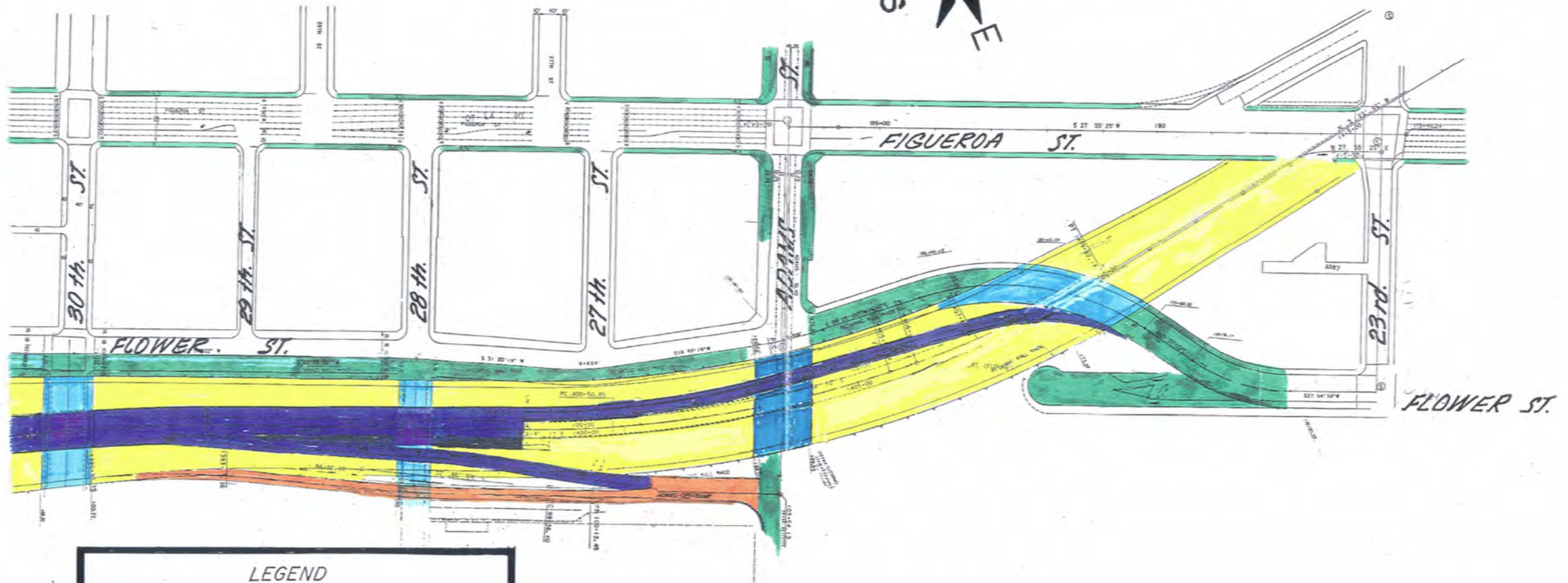
The main features of this alternative are the two elevated HOV ramp structures and transitway structure. These structures would be elevated above both the freeway, which is in cut in this vicinity, and the surrounding terrain and local grid system. The southbound HOV On-Ramp would pass over the Adams Boulevard overcrossing, the 28th Street overcrossing, and the 30th Street overcrossing. The northbound HOV off-ramp would pass over the 28th Street and 30th Street overcrossings.

Other features of this alternative are the reconstruction of the Adams Boulevard, 30th Street, and 28th Street overcrossings. The Jefferson Boulevard undercrossing would be reconstructed, and the Flower Street overcrossing would be reconstructed and Flower Street realigned. The 29th Street overcrossing would be demolished and not replaced.

This alternative would also incorporate the realignment of the existing northbound freeway off-ramp to Adams Boulevard. It would also accommodate the city's TSM Plan, the widening of Figueroa Street, the resurfacing of Flower Street, and approach widening and curb work on Adams Boulevard between west of Figueroa Street and Flower Street.

With the implementation of this alternative northbound HOVs on the transitway, desiring to continue to the LACBD, would have to merge into mixed-flow freeway traffic at about 37th street; otherwise, they would be forced to exit the transitway at Adams Boulevard. Likewise, HOVs traveling southbound in mix-flow traffic, coming from the LACBD, desiring to access the transitway could not do so until about 37th Street. The most northerly point for southbound HOVs to directly access the transitway would be from Flower Street south of 23rd Street.

This alternative was dropped from further consideration primarily because it did not solve one of the primary concerns regarding the potential for southbound vehicles on Flower Street becoming confused and accessing the S/B HOV On-Ramp, rather than their local destination such as the Orthopaedic Hospital.



**LEGEND**

- STRUCTURES
- FREWAY RAMP
- LOCAL ROADS
- FREWAY TRAVELWAY & SHOULDERS
- HOV VIADUCT



**ALTERNATIVE G**

NORTHBOUND HOV OFF RAMP TO ADAMS BLVD. AND SOUTHBOUND HOV ON RAMP FROM FLOWER ST. SOUTH OF 23rd ST.

FIGURE II-8

#### H. Alternative H

N/B and S/B HOV Off/On-Ramps to/from Flower Street,  
south of Adams Boulevard (with new HOV Frontage Road)

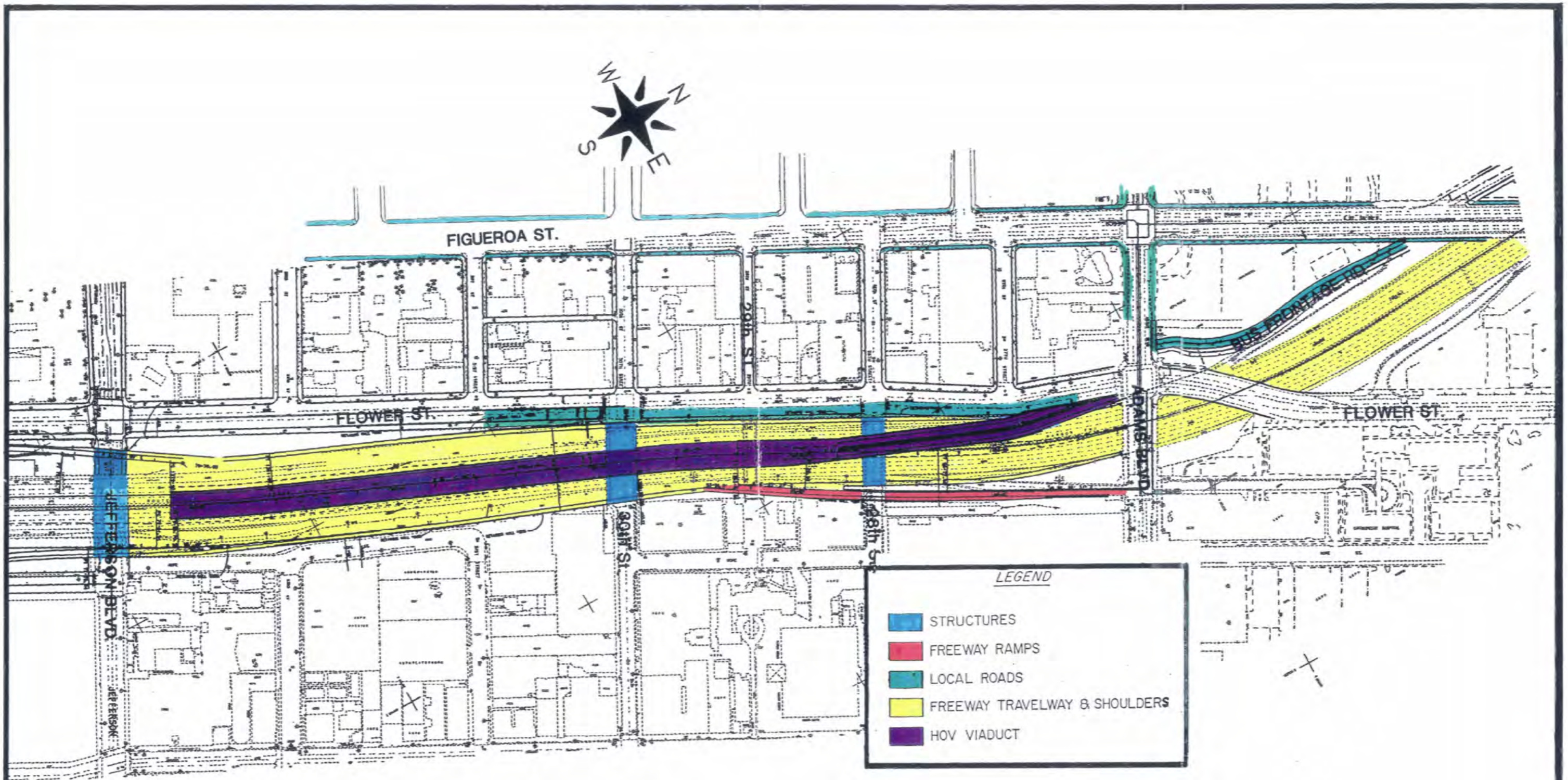
This was another alternative developed for the I-110 Transitway Northern Terminus following the May 3, 1990 meeting, and several additional meetings with concerned groups and individuals in the area. It features transitway and HOV ramp structures elevated above the Harbor Freeway, which is cut in this vicinity, and the higher surrounding terrain and local grid system. The transitway structure would terminate south of 28th Street after passing over the 30th Street overcrossing. The northbound HOV off-ramp and southbound HOV on-ramp structures would continue to the east side of Flower Street, just south of Adams Boulevard. (See Figure II-9.)

Another feature of this alternative would be a new HOV Frontage Road for buses and carpools shown in Figure II-9. This frontage road would extend from just west of the northwest corner of Adams Boulevard and Flower Street, northwesterly and parallel to the Harbor Freeway to the east side of Figueroa Street. This would be a 24 foot wide at-grade roadway with a bus lay-over area and a pedestrian walkway to accommodate boarding bus patrons. It would lie to the east of the mini-mall on the northeast corner of Figueroa Street and Adams Boulevard. The purpose of this HOV Frontage Road is to facilitate the passage of buses and other HOVS exiting the northbound HOV off-ramp at Flower Street over to Figueroa Street. Exiting HOVs would be able to cross the intersection of Adams Boulevard and Flower Street, make a right-turn onto the bus frontage road to Figueroa Street. This would prevent HOVs exiting the northbound off-ramp from having to travel down to Figueroa Street via westbound Adams Boulevard; HOVs would then have to negotiate a right-turn onto Figueroa Street with the possible results of long queues developing on westbound Adams Boulevard, particularly during peak traffic periods.

Because Flower Street would be converted to a southbound one-way arterial, the northbound HOV off-ramp would have to be signalized to allow buses and other HOVs to access westbound Adams Boulevard and/or the HOV Frontage Road.

This alternative would incorporate the city of Los Angeles TSM plan and the proposed widening of Figueroa Street, the resurfacing of Flower Street, approach widening and curb work along Adams Boulevard, and the demolition of the 29th Street overcrossing.

Other features of this alternative are the reconstruction of the Jefferson Boulevard undercrossing, the 30th Street overcrossing, and the 28th Street overcrossing. The existing N/B freeway off-



**ALTERNATIVE H**

NORTHBOUND AND SOUTHBOUND HOV ON AND OFF RAMP TO AND FROM FLOWER ST. SOUTH OF ADAMS BLVD.

FIGURE II-9

ramp to Adams Boulevard would have to be replaced with a realigned off-ramp shifted to the east.

HOVs originating in San Pedro and points south traveling northbound on the transitway, and desiring to continue to the LACBD without utilizing surface streets, would have to merge into mixed-flow freeway traffic at about 37th Street. Likewise, HOVs originating north of the LACBD traveling southbound in mixed-flow freeway traffic, could not enter the exclusive southbound transitway without utilizing surface streets until about 37th Street. The most northerly point for southbound HOVs to directly access the transitway would be from Flower Street south of Adams Boulevard.

While this alternative is structurally feasible its operation would be marginal due to the short transition distance from the end of the northbound HOV off-ramp to westbound Adams Boulevard (and the new HOV Frontage Road). The existing traffic signal system at the intersection of Adams Boulevard and Flower Street would have to be modified to include an additional phase, resulting in a more complicated six way traffic movement operation. For these reasons the alternative has been dropped from serious consideration.

#### I. Alternative I

N/B HOV Off-Ramp to Adams Boulevard and S/B HOV On-Ramp from Flower Street, south of Adams Boulevard (with new HOV Frontage Road)

This alternative was developed after the May 3, 1990 Open House/Public Input meeting. Like the other alternatives developed subsequent to this meeting, it was an effort to find an alternative more acceptable to the surrounding community. It is very similar to Alternative A, the Preferred Alternative. The principal difference being that Alternative I provides a southbound HOV on-ramp at south of Adams Boulevard (see Figure II-10), while the current proposal provides the southbound HOV on-ramp south of 28th Street. The other features of Alternative I are similar to those of Alternative A.

Referring to Figure II-10 the I-110 transitway, an elevated structure at this location, would terminate south of 27th Street. Northbound HOVs would exit the transitway via an elevated HOV off-ramp structure to Adams Boulevard. Likewise southbound HOVs would gain access to the transitway on the east side of Flower Street just south of Adams Boulevard, via an elevated HOV on-ramp structure.

The HOV ramps and transitway structures would be elevated above the freeway, which is in cut in this vicinity, and the higher surrounding terrain and local grid system. The elevated structures would pass over the reconstructed freeway



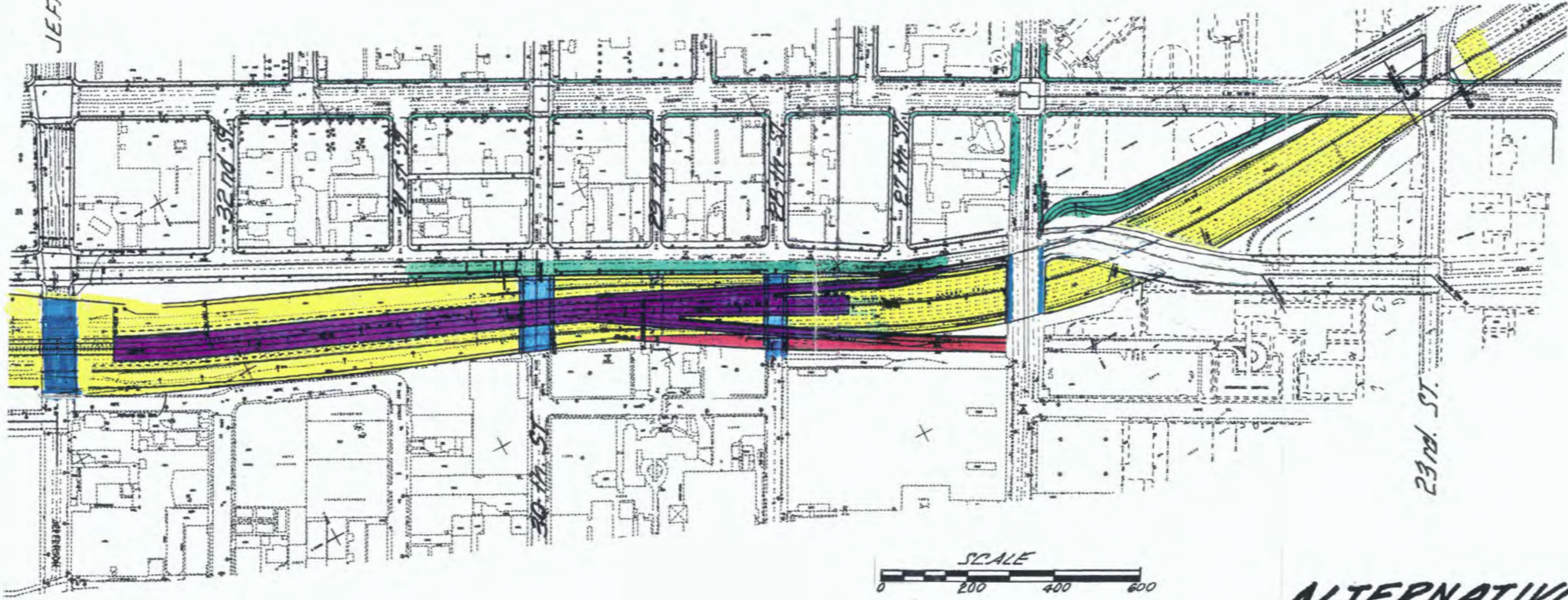
JEFFERSON BLVD.

ADAMS BLVD.



**LEGEND**

- STRUCTURES
- FREEWAY RAMPS
- LOCAL ROADS
- FREEWAY TRAVELWAY & SHOULDERS
- HOV VIADUCT



### ALTERNATIVE I

NORTHBOUND HOV OFF RAMP TO ADAMS BLVD.  
 AND SOUTHBOUND HOV ON RAMP FROM  
 FLOWER ST. SOUTH OF ADAMS BLVD.  
 (WITH NEW HOV FRONTAGE ROAD.)

FIGURE II-10

overcrossings at 28th Street and 30th Street. The Jefferson Boulevard undercrossing would also be reconstructed. The existing 29th Street overcrossing would be demolished and not replaced (see Figure II-2).

The existing northbound freeway off-ramp to Adams Boulevard would be realigned with a newly constructed facility and shifted to the east to accommodate the northbound HOV ramp. However, this realigned off-ramp would join with the one-lane northbound HOV off-ramp just south of Adams Boulevard. The existing northbound off-ramp forms a two-lane T intersection at Adams Boulevard, and the intersection would have to be widened to accommodate the additional HOV traffic lane.

As was the case with the current proposal, the widening of the existing northbound off-ramp intersection at Adams Boulevard the existing traffic signal system at this location would have to be modified. In addition, the resulting three lanes would be designated with lane markers as left turn only (left lane), left turn only (middle lane), and right turn only (right lane), respectively. In addition, the lane striping on Adams Boulevard, from the northbound off-ramp west across the I-110 Freeway to Flower Street, would have to be altered to direct HOVs and buses onto the new HOV Frontage Road.

Other features of this alternative already described for the Preferred Alternative (see Section A of this chapter) are as follows:

- The widening of Figueroa Street, and the conversion of Figueroa and Flower Streets to essentially one-way arterials (with contra-flow lane provisions) as per the city's TSM plan would be accommodated.
- The Adams Boulevard overcrossing structure would be widened.
- A new HOV Frontage Road would begin at the northeast corner of Adams Boulevard and Flower Street, and extend in a diagonal fashion to Figueroa Street.
- Flower Street, between 30th Street and Adams Boulevard would be resurfaced.
- Approach widening and curb work would be done on Adams Boulevard.

Northbound buses and HOVs, whose trips originate at points south, desiring to continue north to the LACBD could transition back into mixed flow freeway traffic at about 37th Street. This move would eliminate the need to get off at Adams Boulevard and take surface streets into the LACBD. Likewise, southbound buses and HOVs, coming from the LACBD and points north, desiring to access the transitway (without exiting the mixed flow freeway) could do

so at about 37th Street. The northern most point for southbound HOVs to directly access the transitway would be from Flower Street south of Adams Boulevard.

It should be noted that this alternative does not allow for the merging of HOV traffic from the main line transitway with mixed flow freeway traffic north of 27th Street. The transitway structure is terminated north of 28th Street and elevated above the Freeway.

This alternative was dropped from further consideration because the geometric configuration of the HOV and ramp structures, at the north end, were unwieldy and heavy to support. By staggering the positioning of the ramp structures as in Alternative A, the Preferred Alternative, a manageable and supportable structural configuration was devised.

#### J. No Project

The No-project alternative, that is to not construct a Northern Terminus for the I-110 Transitway, is not a prudent and feasible alternative. Much of the transitway is already under construction, and it is no longer a viable option not to provide a terminus at the north end of the facility.



### III. Affected Environment

#### A. Physical

The proposed project is in the I-110 Freeway corridor and is in a highly urbanized area. It is bounded by Figueroa Street on the west, Grand Avenue on the east, 23rd Street on the north, and Jefferson Boulevard on the south. The general area is a mixed use area. It is typically comprised of gas stations, mini malls, educational institutions, office buildings, automobile related businesses, residential communities, and churches. Two health facilities are in the project area; they are the Orthopaedic Hospital (2400 S. Flower Street), and the Los Angeles County H. Claude Hudson Comprehensive Health Center (2829 S. Grand Avenue). The University of Southern California (USC) campus is just to the south of the project area. The Los Angeles Trade Technical College campus is just to the north of the project area. The topography is flat, with the Harbor Freeway below grade from north of 33rd Street to beyond 23rd Street (see Figure I-2).

The proposed project is located in a seismically active area. The most prominent of the numerous faults, which is closest to the project area, is the Whittier-Elsinore geologic structure. Other prominent faults in closer proximity to the project area are the Santa Monica-Raymond Hill and Newport-Inglewood Fault Zones. (See Figure III-1.)

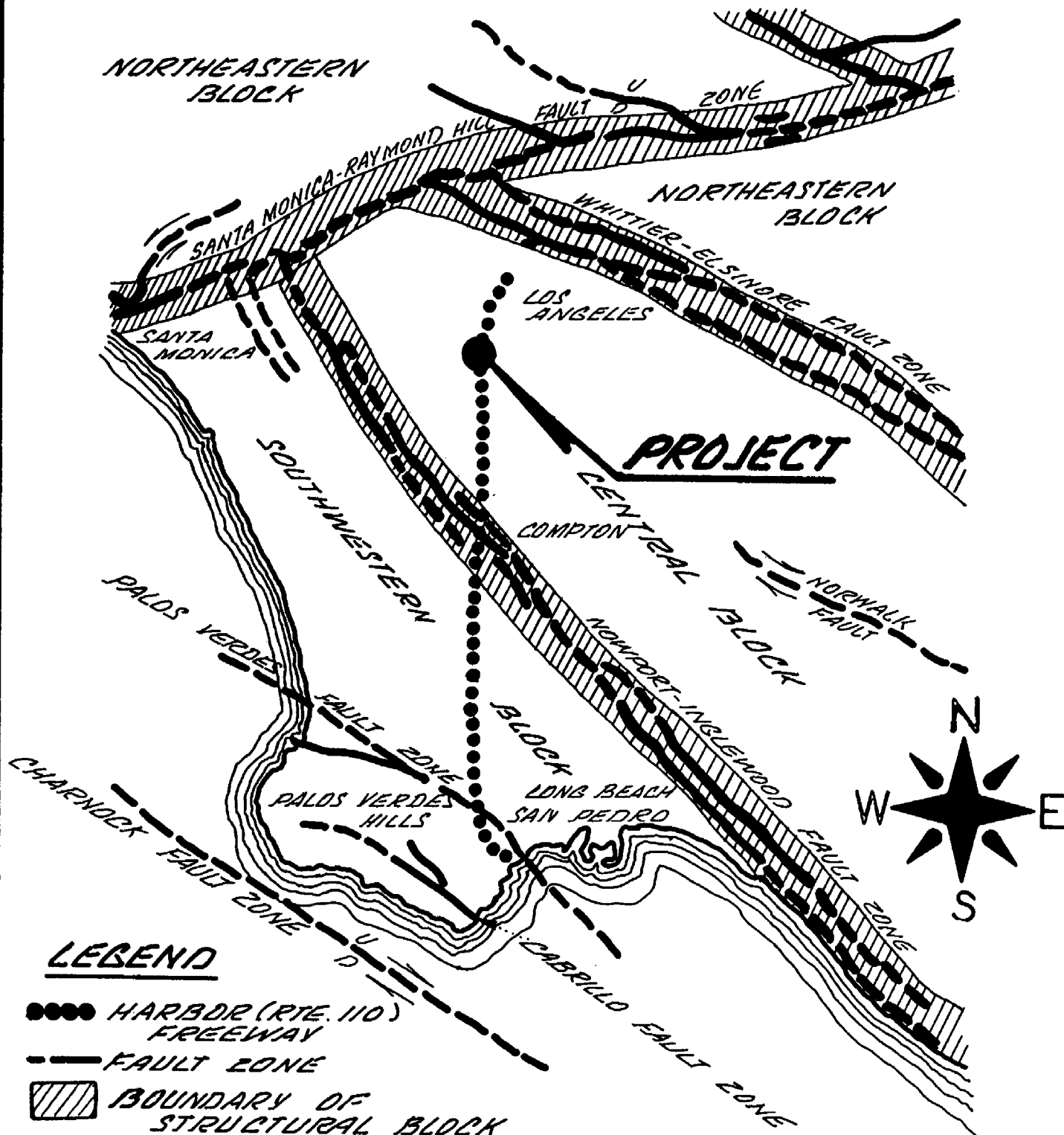
#### B. Traffic Demand

##### 1. Surface Street Conditions

Traffic conditions along north-south arterial streets are generally better than traffic along east-west arterial streets. Peak AM and PM traffic is congested due to the highly urbanized area in which the proposed project is located. (See Table III-1). Parking along arterial streets is limited or restricted.

##### 2. Transit Service Conditions

The I-110 Transitway Corridor (see Figure III-2), which extends from Western Avenue on the west to Avalon Boulevard on the east and from the Los Angeles Central Business District (LACBD) on the north to San Pedro in the south, has a very high level of local bus service with routes on almost every major street. Base bus service operates at 15-30 minute headways on most lines with peak period service on some of the heavier routes increasing to 2-3 minute headways. The majority of the service is operated by the Southern California Rapid Transit District (SCRTD). The Los Angeles-Long Beach Blue Line LRT is now in operation to the east of the study area.



**SOUTHERN CALIFORNIA (PARTIAL) EARTHQUAKE FAULT ZONES**

FIGURE JT-1

TABLE III-1

EXISTING PEAK HOUR TRAFFIC

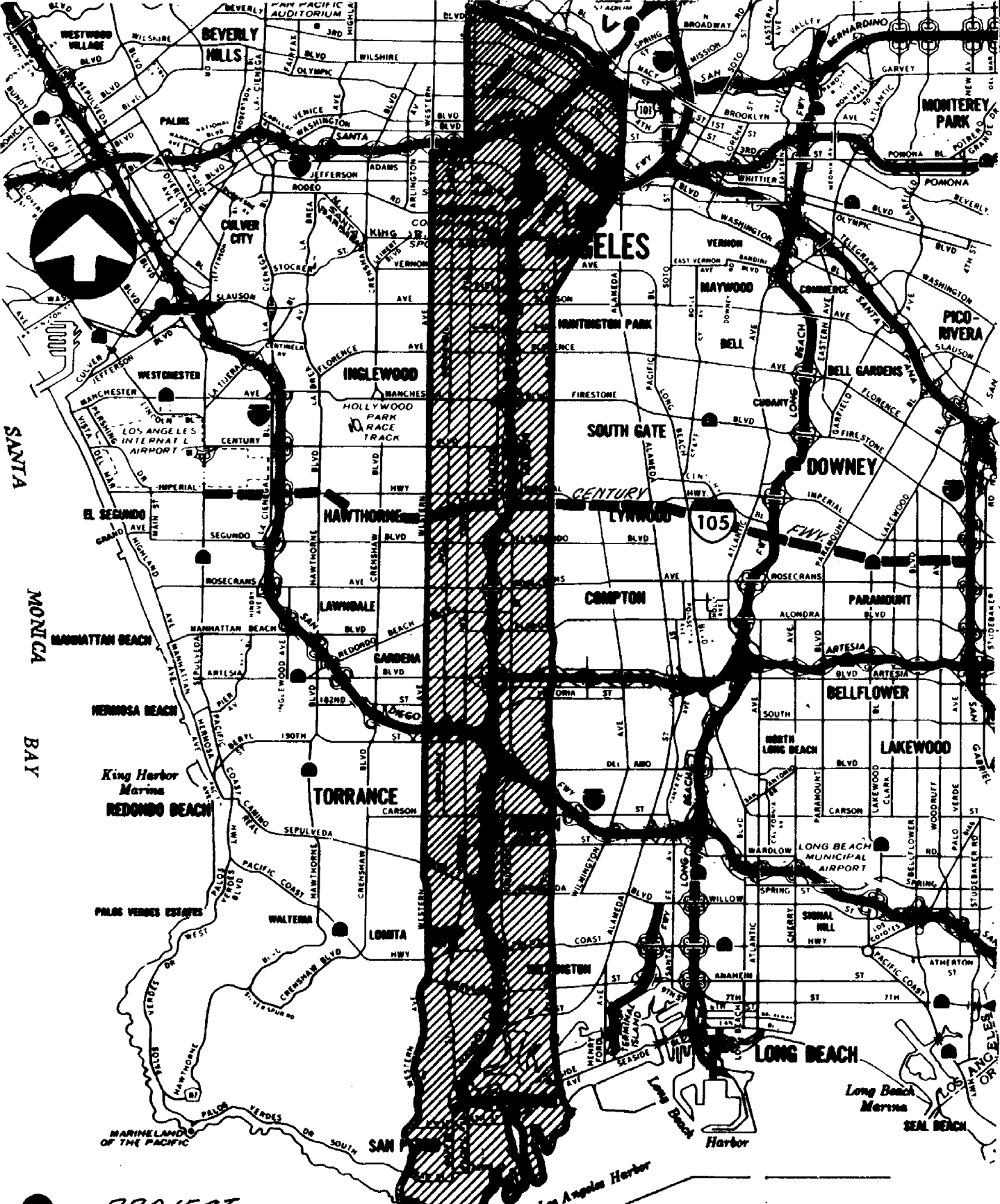
(1987-1990 Counts)

Dir.	St. & Cross St.	Peak Hour	Peak Hour Volume (vehicles/hour)
W/B	Adams at Figueroa	4:00 - 5:00 PM	1367
E/B	Adams at Figueroa	5:00 - 6:00 PM	718
N/B	Figueroa at Adams	7:00 - 8:00 AM	1546
S/B	Figueroa at Adams	5:00 - 6:00 PM	1513
W/B	Adams at Flower St.	5:00 - 6:00 PM	1457
E/B	Adams at Flower St.	7:00 - 8:00 AM	839
W/B	Twenty Third St. at Figueroa St.	4:00 - 5:00 PM	411
E/B	Twenty Third St. at Figueroa St.	7:00 - 8:00 AM	355
N/B	Figueroa St. at Twenty Third St.	7:00 - 8:00 AM	1485
S/B	Figueroa St. at Twenty Third St.	5:00 - 6:00 PM	1289



# Interstate 110 Freeway Transit

## HARBOR FREEWAY CORRIDOR



● PROJECT



TRANSIT CORRIDOR

### HARBOR FREEWAY TRANSIT REGIONAL MAP

FIGURE TIF-2



Numerous SCRTD bus lines provide scheduled bus service in the project area. Several express bus lines connect the LACBD with the South Bay area via the Harbor Freeway. These lines pass through the project area and include Lines 442, 443, 444, 445, 446, and 447. Local lines providing surface street bus service to/from the LACBD in the project area include Lines 37 (Adams Boulevard); 38 (Jefferson Boulevard); 68 (Washington Boulevard); 81 (Figueroa Street); and 45, 46, and 345 (Broadway).

### C. Biological

The urbanization of the study area restricts the amount of significant animal and plant habitat that occurs within it. Within the urbanized area, nearly all of the native biota was removed as development occurred. The majority of the flora consists of introduced species used for landscaping and ornamentation. A few native plants occur in vacant areas. A few squirrels, ground squirrels, rabbits, skunks, and urban adapted bird species exist in the study area. Stray dogs and cats are common.

### D. Cultural Resources

A Historic Architectural Survey was conducted at this site. Within the Area of Potential effects (APE) of the proposed project is one property listed on the National Register of Historic Places, the Stimson House. There are two properties eligible for the National Register within the (APE), St. Vincent de Paul Church, St. John's Episcopal Church. One property, the Automobile Club of Southern California (in the APE), appeared to be eligible for the National Register, but it had not been officially determined eligible. Caltrans and the FHWA felt that the Automobile Club was eligible for the National Register under two criterion, and formally asked State Historic Preservation Officer (SHPO) concurrence on this Determination of Eligibility. The SHPO concurred on February 7, 1992 (see Appendix D of this environmental document).

In addition to these properties in the APE there are other properties listed on, or eligible for listing on, the National Register in the wider general area. These are the Adams/Dockweiler Historic District, the Chester Place Historic District, Mount Saint Mary's College, the Second Church of Christ Scientist, Patriotic Hall, University Branch of the Los Angeles Public Library, Machell-Seaman House (2341 Scarff Street), four additional residences on Scarff Street, #27 Saint James Park, and the Al Malaikah Temple (also known as the Shrine Auditorium).

The two most recent nominations to the National Register are the 20th Street Historic District (7-3-91), and the Saint James Park Historic District (8-28-91), notable both for their architecture and for the social and cultural influence of their residents upon the history of Los Angeles.

An archaeological survey conducted for this proposal revealed no known sites within a 2-mile radius. No historic properties would be affected by this proposal.

#### E. Socioeconomic

The proposed project area is a mixed use area. Within this area is a wide variety of businesses. These businesses primarily serve a minority community. One vacant State owned office building would be taken by the proposed project.

The Department of Transportation (CALTRANS) will provide relocation advisory assistance to any business displaced as a result of the Department's acquisition of real property for public use, and reimbursement for certain costs involved in relocation.

Within the project vicinity is a 62 unit four story apartment building located at 2315 South Flower Street, directly across the street from the Orthopaedic Hospital. It is on the east side of, and in close proximity to, the Harbor Freeway. The current proposal would not require the taking of this building and no residential displacement is anticipated.

There is a residential community near the project area along 23rd Street, west of Figueroa Street. However, none of the residences in this area would be displaced by the project. No relocation of residents is anticipated.

#### F. Air Quality

The South Coast Air Quality Management District (SCAQMD) maintains several field stations in Los Angeles County. The air monitoring stations nearest the study area are located at the Los Angeles Central Business District (CBD), Lennox, Lynwood, and Long Beach. Air quality in the study area is variable. The Los Angeles CBD generally has poor air quality and pollutant levels frequently exceed both Federal and State standards. However, on site air sampling indicates lower levels of pollutants than indicated at SCAQMD monitoring sites.

#### G. Water Quality

The study area lies within a developed urban area. Storm water runoff is carried to existing streets and then into a storm collector system which ultimately drains into the Los Angeles Harbor.

#### H. Noise

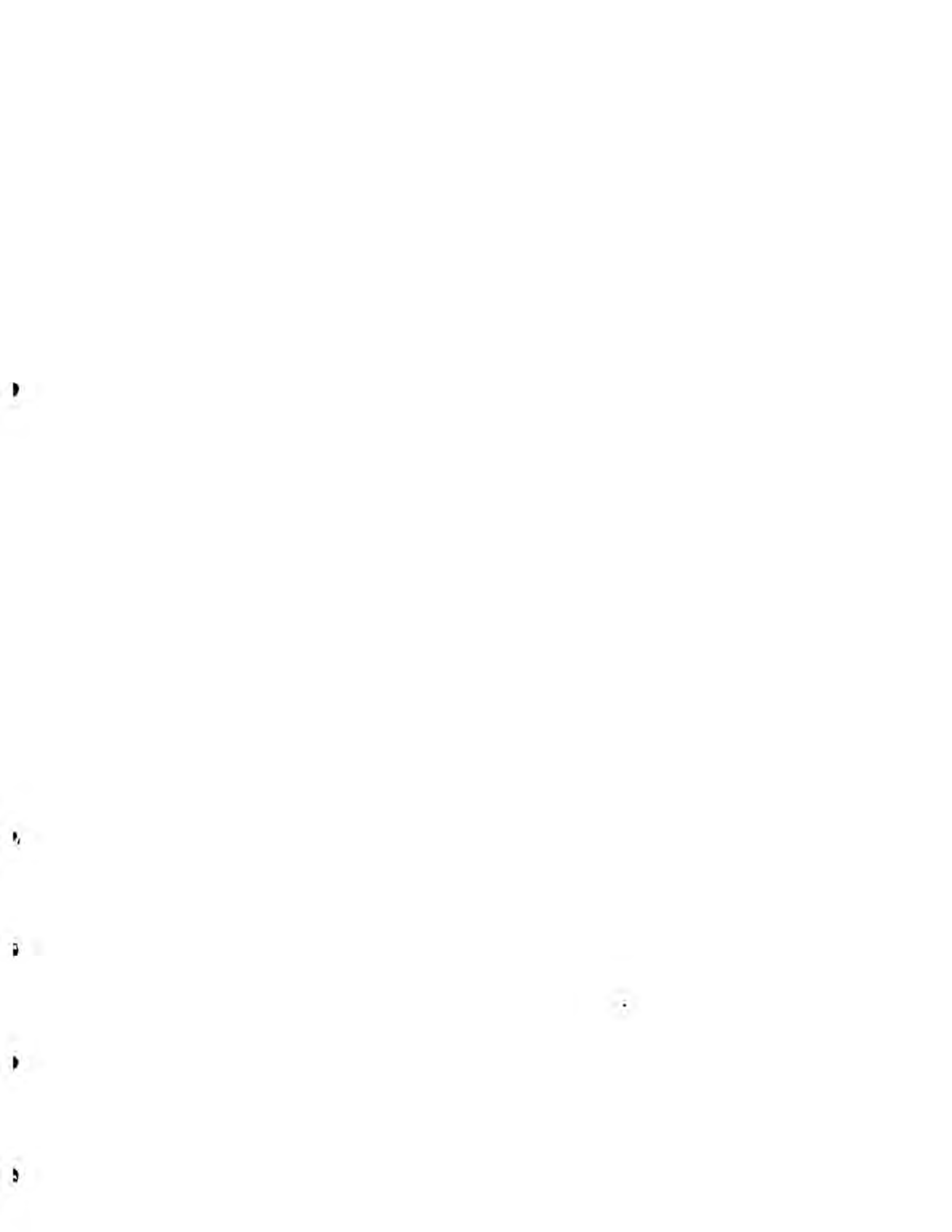
The heavy traffic on the I-110 Freeway and Figueroa Street results in high levels of noise. The noise produced by I-110 subjects the adjacent receptors to a noise level in excess of the FHWA design noise criterion of 67 dBA  $L_{eq}$ . Some soundwalls

currently exist on the I-110 to reduce noise impacts for sensitive receptors. Much of Figueroa Street exceeds the 67 dBA noise criterion.

#### I. Community Facilities

There are two health facilities within the project vicinity. They are the Orthopaedic Hospital and the Los Angeles County H. Cluade Hudson Comprehensive Health Center. The Orthopaedic Hospital is a private, non-profit institution and provides for the treatment of bone, joint, nerve and muscle disorders which affect adults and children. It is the major provider of charity care services for needy children in Southern California, and is the largest medical center of its kind in the western United States. Over three-and-a-half million dollars worth of charity care for disabled and crippled children, regardless of their economic circumstances, is provided by the hospital annually. In 1989, 40% of the hospital's clientele children were black and 40% were Hispanic.

The H. Claude Hudson Comprehensive Health Care Center, provides ambulatory care which includes comprehensive outpatient healthcare services. These services include: Adult and pediatric clinics, family planning, prenatal care, and some outpatient surgery. The facility is open under the auspices of the County of Los Angeles Department of Health Services and therefore is considered a provider of last resort. Approximately 95% of patients are considered indigent. The catchment area is basically Hispanic.



#### IV. Environmental Consequences AND Mitigation Measures

##### A. Introduction

The purpose of this chapter is to describe impacts that would occur if the proposed action were implemented. As in the chapter on Affected Environment, the discussion is organized according to issues. Both adverse and beneficial impacts are discussed. Measures that mitigate adverse impacts are identified following discussion of the impact.

As mentioned previously, the construction of the Transitway's Northern Terminus was included within the overall project as originally proposed. This document assesses the change in design of the Northern Terminus. The area of impact for this project does not extend beyond the area assessed in the 1985 FEIR/FEIS for the Harbor Freeway/Transitway (I-110).

The proposed project does not affect any Section 4(f) properties, wetlands, or threatened or endangered species.

B.

ENVIRONMENTAL SIGNIFICANCE CHECKLIST

This checklist was used to identify physical, biological, social and economic factors which might be impacted by the proposed project. In many cases, the background studies performed in connection with this project clearly indicate the project will not affect a particular item. A "NO" answer in the first column documents this determination. Where there is a need for clarifying discussion, an asterisk is shown next to the answer. The discussion is in the section following the checklist.

PHYSICAL. Will the proposal (either directly or indirectly):	YES OR	IF YES, IS IT
		SIGNIFICANT? YES OR NO
1. Appreciably change the topography or ground surface relief features	No	
2. Destroy, cover, or modify any unique geologic or physical features?	No	
3. Result in unstable earth surfaces or increase the exposure of people or property to geologic or seismic hazards?	Yes	No*
4. Result in or be affected by soil erosion or siltation (whether by water or wind)?	No	
5. Result in the increased use of fuel or energy in large amounts or in a wasteful manner?	No	
6. Result in an increase in the rate of use of any natural resource?	Yes	No*
7. Result in the substantial depletion of any nonrenewable resource?	No	
8. Violate any published Federal, State, or local standards pertaining to hazardous waste, solid waste or litter control?	No*	
9. Modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	No	
10. Encroach upon a floodplain or result in or be affected by floodwaters or tidal waves?	No*	
11. Adversely affect the quantity or quality of surface water, groundwater, or public water supply?	No*	
12. Result in the use of water in large amounts or in a wasteful manner?	No	
13. Affect wetlands or riparian vegetation?	No	
14. Violate or be inconsistent with Federal, State or local water quality standards?	No	
15. Result in changes in air movement, moisture, or temperature, or any climatic conditions?	No	
16. Result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality?	No*	
17. Result in the creation of objectionable odors?	No	
18. Violate or be inconsistent with Federal, State, or local air standards or control plans?	No*	
19. Result in an increase in noise levels or vibration for adjoining areas?	Yes	No*
20. Result in any Federal, State, or local noise criteria being equal or exceeded?	Yes	No*
21. Produce new light, glare, or shadows?	Yes	No*

ENVIRONMENTAL SIGNIFICANCE CHECKLIST (Cont.)

IF YES, IS IT BIOLOGICAL. Will the proposal result in either directly):

	YES OR	SIGNIFICANT?
22. Change in the diversity of species or number of any species of (including trees, shrubs, grass, microflora, and aquatic plants)?	No	
23. Reduction of the numbers of or encroachment upon the critical habitat or any unique, threatened or endangered species of plants?	No	
24. Introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species?	No	
25. Reduction in acreage of any agricultural crop or commercial timber stand, or affect prime, unique, or other farmland of State or local importance?	No	
26. Removal or deterioration of existing fish or wildlife habitat?	No	
27. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?	No	
28. Reduction of the numbers of or encroachment upon the critical habitat of any unique, threatened or endangered species of animals?	No	
29. Introduction of new species of animals into an area, or result in a barrier to the migration of movement of animals?	No	

SOCIAL AND ECONOMIC. Will the proposal (directly or indirectly):

30. Cause disruption of orderly planned development?	No	
31. Be inconsistent with any elements of adopted community plans, policies or goals, or the California Urban Strategy?	No	
32. Be inconsistent with a Coastal Zone Management Plan?	No	
33. Affect the location, distribution, density, or growth rate of the human population of an area?	No	
34. Affect life-styles, or neighborhood character or stability?	No	
35. Affect minority, elderly, handicapped, transit-dependent, or other specific interest groups?	No *	
36. Divide or disrupt an established community?	No	
37. Affect existing housing, require the acquisition of residential improvements or the displacement of people or create a demand for additional housing?	No	
38. Affect employment, industry or commerce, or require the displacement of businesses or farms?	No	
39. Affect property values or the local tax base?	No	
40. Affect any community facilities (including medical, educational, scientific, recreational, or religious institutions, ceremonial sites or sacred shrines)?	No	
41. Affect public utilities, or police, fire, emergency or other public services?	No	
42. Have substantial impact on existing transportation systems or alter present patterns of circulation or movement of people and/or goods?	Yes	No *

ENVIRONMENTAL SIGNIFICANCE CHECKLIST (Cont.)

	YES OR	IF YES, IS IT
	NO	SIGNIFICANT? YES OR NO
43. Generate additional traffic?	Yes	No*
44. Affect or be affected by existing parking facilities or result in demand of new parking?	No*	
45. Involve a substantial risk of an explosion or the release of hazardous substances in the event of an accident or otherwise adversely affect overall public safety?	No	
46. Result in alterations to waterborne, rail or air traffic?	No	
47. Support large commercial or residential development?	No	
48. Affect a significant archaeological or historic site, structure object, or building?	No*	
49. Affect wild or scenic rivers or natural landmarks?	No	
50. Affect any scenic resources or result in the obstruction of any scenic vista or view open to the public, or creation of an aesthetically offensive site open to public view?	No*	
51. Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?	Yes	No*
52. Result in the use of any publicly-owned land from a park, recreation area, or wildlife and waterfowl refuge?	No	

MANDATORY FINDINGS OF SIGNIFICANCE.

	YES OR NO
53. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number of, restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	No
54. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	No
55. Does the project have environmental effects which are individually limited, but cumulatively considerable? Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects probable future projects. It includes the effects of other projects which interact with this project and, together, are considerable.	No
56. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No



C. Environmental Evaluation

1. Seismicity (3)

There are no faults located on the site or in the immediate project vicinity. The ground shaking potential for the site is similar to that expected throughout the basin. (See Table IV-I.)

Measures To Minimize Harm

The following measure is included as part of the project to offset potential adverse impacts:

A geotechnical report will be prepared, based on boring results, to determine foundation requirements for the grade separation structures, seismic design of the structures and foundations and foundation requirements based on the degree of expansiveness of soil.

2. Energy (6)

Implementation of the project will also require the consumption of energy during the construction period and for maintenance operations. In the long term, providing parking facilities and encouraging the use of HOVs will reduce congestion and provide for more efficient travel, thus contributing to improved fuel consumption by motorists.

Mitigation

No mitigation measures are required.

3. Hazardous Waste (8)

Caltrans has conducted an initial site investigation (ISA) to determine if the single commercial building to be taken has generated hazardous waste within the project area. There was no apparent hazardous waste, however, there is a potential for asbestos in the structure to be taken.

Measures To Prevent Harm

Caltrans will perform an on site inspection and appropriate action will be taken.

4. Flood Plain (10)

None of the alternative sites encroaches upon any Base Flood Plains or Regulatory Floodways, as defined by the Federal Emergency Management Agency (FEMA).

TABLE IV-1  
Major Named Active Faults  
That May Affect The Project Site

	Closest Distance To Project Area (Miles <sup>1</sup> )	Earthquake Magnitude <sup>(2)</sup>
Malibu-Santa Monica	5	7.5
Newport-Inglewood	8	7.1
Palos Verdes	16	7.2
San Andreas	33	8.3
Santa Monica	15	6.6
Whittier-Elsinore	10	7.5

(1) This distance is measured from the location to the nearest intersection with the fault.

(2) Greensfelder, C.C.M.G. Map Sheet 23 (1974)

Since the project does not encroach upon a flood plain, there would be no impacts on natural and beneficial flood plain values. The project would not support incompatible flood plain development.

The final drainage plans will be coordinated with the City of Los Angeles Department of Public Works to insure compatibility with the existing drainage facilities.

5. Water Resources (11)

Development of the proposed transitway improvements will not generate any additional runoff. There will be virtually no paved surfaces on currently unpaved areas. The proposed project will have no effect on the local drainage system, also the City of Los Angeles will be consulted to review Caltrans drainage plans.

Measures To Prevent Harm

None will be necessary.

6. Air Quality (16,18)

This is a summarization of the detailed air quality assessment. Changes in the location of any collection of automotive sources or changes in the number of vehicles or travel speeds may impact the microscale air quality around any given project site. Such microscale impacts, in addition to any temporary dust and construction equipment exhaust emissions, comprise the primary air quality concerns for any transportation project. Regional effects are minimal and accommodated within regional air quality planning processes. The proposed project will reduce congestion in the area and therefore reduce emissions, which will actually create an incremental regional benefit due to implementation of the project. The Air Quality Study in the Physical Environmental Report concluded that a one to two parts per million (ppm) reduction in carbon monoxide (CO) for the one hour averaging time can be expected with implementation of the transitway project. The eight hour averaging time levels will also be reduced. The detailed Air Quality Report is available at Caltrans' Environmental Planning Branch in Los Angeles.

Measures To Prevent Harm

The proposed Transitway Northern Terminus creates no adverse long-term air quality impacts requiring mitigation. It is recommended, however, that the following measures be implemented to reduce the short-term (construction) impacts associated with the

project: (1) The contractor will control dust by regular watering; (2) Paving construction roads or other dust prevention measures at sensitive receptors; and (3) a mitigation monitoring plan will be instituted by Caltrans which will monitor air pollutant levels at the Orthopaedic Hospital, and if these levels exceed base-line conditions modified construction techniques can be implemented.

#### Clean Air Act Amendments Conformity Statement

The Federal Clean Air Act Amendments of 1977 require that the states prepare an implementation plan (SIP) to attain and maintain the National Ambient Air Quality Standards. For transportation related air pollution, the California plan contains transportation control measures to reduce emissions. All transportation plans, programs, and projects must be consistent with the measures set forth in this SIP.

On November 15, 1990, the President signed the Clean Air Act Amendments (CAAA) of 1990 into law. The selected project alternative conforms with the State Implementation Plan (SIP) under the conformity provisions of the CAAA. The project is included in SCAG's Regional Mobility Plan and the latest Transportation Improvement Program (TIP). On November 14, 1991, FHWA determined the latest TIP is in conformity with the SIP. Analysis shows that the selected alternative reduces the number and severity of violations of the CO standard in the area substantially affected by the project, and is therefore in conformity with the SIP.

#### 7. Noise and Vibration Impacts (19, 20)

A noise study was prepared for the I-110 Transitway project as originally proposed in the 1985 FEIS. Because of the need to redesign the Northern Terminus of the transitway, supplemental noise studies were made at representative sites to assess impacts on sensitive receptors in the project vicinity. Sensitive receptors in the project vicinity include Saint John's Episcopal Church and Saint Vincent De Paul Church, both are eligible for listing on the National Register of Historic Places. Other sensitive receptors in the APE include Saint Vincent's School, the Orthopaedic Hospital, the Los Angeles County H. Claude Hudson Comprehensive Health Center, the Stimson House (listed on the National Register of Historic Places), an apartment building at 2315 South Flower Street, and

residences at 2303 and 2321 South Figueroa Way. The H. Claude Hudson Health Center is a completely enclosed air-conditioned facility, set back 400 feet to the east of the northbound I-110 right-of-way line, and no noise measurements were considered necessary.

The exterior noise level at Saint Vincent De Paul Church, at the northwest corner of Adams Boulevard and Figueroa Street, was measured at 67 dBA (Leq). In addition, noise readings taken inside the church measured between 41 and 48 dBA (Leq). There was no discernable traffic noise inside the church. The dominant exterior noise comes from traffic on Adams Boulevard and Figueroa Street. No increase noise levels is expected at Saint Vincent De Paul Church with implementation of any northern terminus configurations presented in this environmental document. The interior of churches are identified as land use Category E in the Federal Program Manual 7-7-3 with a noise abatement criterion of 52 dBA (Leq).

Saint John's Episcopal Church is located closer to the Harbor Freeway at the southwest corner of Adams Boulevard and Flower Street. Noise measurements taken at Saint John's show external noise levels of 68 to 69 dBA (Leq), exceeding the 67 dBA (Leq) noise criterion. Interior noise levels at the church were measured at 48 dBA (Leq), which is below the Federal criterion for land use Category E noise abatement of 52 dBA (Leq).

The principal noise source at Saint John's are the peaks of local trucks and buses ranging from 72 to 77 decibels. This noise is caused by periodic stops and starts at the intersection of Adams Boulevard and Flower Street. The I-110 (Harbor) Freeway, below grade at this location, contributes a continual (ambient) noise level averaging 66 dBA (Leq). Freeway noise contributes to the overall 67+ dBA (Leq) exterior noise environment at the church, but a soundwall, at street level, along the southbound right-of-way (on the east side of Flower Street) would not provide mitigation from any of the local traffic noise sources. External noise levels at Saint John's would remain in the 67 dBA (Leq) range with or without freeway noise mitigation. The interior noise levels at the church are expected to remain below those specified for land use category E, as was the case with Saint Vincent De Paul Church, for any of the Northern Terminus configurations addressed in this environmental document. A transitway facility in the Harbor Freeway Corridor would have no significant impact on the ambient noise levels in the vicinity of Saint John's. The freeway and local traffic would continue to dominate the noise environment.

In response to the concerns of hospital official regarding potential noise impacts, Caltrans conducted simultaneous interior and exterior noise level readings at the Orthopaedic Hospital located at the southeast corner of Flower and 23rd Streets (and east of the Harbor Freeway). The Orthopaedic Hospital is an enclosed air conditioned health facility. The purpose in taking the simultaneous readings was to get an indication of the noise attenuation factor of the hospital. All readings were taken on the freeway side of the hospital along the east side of Flower Street. Interior readings were taken at Site A (a third floor office that is directly in the line of site of the Harbor Freeway, north of the Flower Street overcrossing, below) and Site B (second floor, Room 203). Exterior readings were taken on the sidewalk on Flower Street directly under the window of the site of the corresponding interior reading. The results are shown in Table IV-2.

TABLE IV-2

Noise Levels at Orthopaedic Hospital

Site	Exterior Noise Level, dBA (Leq)	Interior Noise Level, dBA (Leq)	Exterior-Interior Noise Attenuation Factor, dBA (Leq)
A	72 (ground level)	53 (third floor)	19
B	67 (ground level)	50 (second floor)	17

From Table IV-2 it can be seen that external noise levels are either at or above the 67 dBA (Leq) noise criterion, and there is a 1 dBA exceedence at Site A of the interior noise level specified for land use category E.

At Site A (ground level) the freeway contributes an exterior ambient noise level of 70 dBA (Leq). However, trucks and other vehicles on Flower Street make substantial contributions to the noise environment at the site, with peaks ranging from 72 to 82 dBA (Leq). Likewise, at Site B (ground level) the freeway contributes an exterior ambient noise level of 64 dBA (Leq), and here too trucks and other vehicles on Flower Street make substantial contributions to the noise environment, with peaks ranging from 70 to 76 dBA (Leq). Providing a soundwall, at street level, along the northbound right-of-way (to the west of Flower Street) would not provide mitigation from any of the

local traffic noise sources. External noise levels at Orthopaedic Hospital would remain in the 67 dBA (Leq) range with or without freeway noise mitigation. In addition, a noise wall just described would not break the line of site between the freeway and the upper floors of the hospital. Consequently, no interior noise mitigation would be realized at these locations.

None of the configurations for the Transitway Northern Terminus addressed in this environmental document are expected to significantly alter the noise environment at the Orthopaedic Hospital. Freeway and local street traffic would continue to dominate the noise environment at the hospital regardless of the alternative selected for implementation of the Northern Terminus. Even if traffic volumes in the I-110 Freeway corridor doubled (which is virtually impossible) as a result of any particular Northern Terminus configuration (i.e., HOV On and Off-Ramps south of 23rd Street), existing noise levels at the hospital would only increase by about 1 to 2 decibels. It should be noted that the average human ear cannot discern the difference in a change in traffic generated (fluctuating) noise levels of less than 3 decibels. If the current Caltrans proposal for the Northern Terminus (S/B HOV On-Ramp south of 28th Street and N/B HOV Off-Ramp south of Adams Boulevard) were implemented there would be virtually no impact on the noise environment at the hospital.

As a commercial building, the Automobile Club is not considered a sensitive noise receptor, so no noise readings were taken at the location. However, from its proximity to Saint Vincent de Paul Church, similar noise readings can be inferred.

Noise readings were also taken at Saint Vincent's School at 2333 South Figueroa Way, a parochial elementary school. The school is located west of the Harbor Freeway and on the west side of Figueroa Street. It is on the south side of the Stimson House property, which in turn is south of Saint Vincent De Paul Church. The school's large parking lot/playground fronts Figueroa Way and Figueroa Street, with classroom facilities beginning about 300 feet west of Figueroa Way.

Because Saint Vincent's School is not air conditioned noise readings were taken inside of a first floor classroom (facing Figueroa Street) with and without the windows open. A reading was also taken outside of the classroom in the playground area to determine the external noise environment. The results of these readings is shown in Table IV-3.

TABLE IV-3

Noise Levels at Saint Vincent's School

Site	Exterior Noise Level, dBA(Leq)	Interior Noise Level, dBA(Leq)	Interior Noise Level Windows closed, dBA (Leq)
First Floor Classroom Adjacent to Playground	63	51	42

Table IV-3 shows that exterior noise levels at the school are below the 67 dBA Leq noise criterion. Also interior noise levels, for both open and closed window conditions, are below those specified for Federal land use Category E. In addition, interior noise levels are within the school noise criterion of Section 216 of the California Streets and Highways Code - 52 dBA, (Leq). A soundwall constructed along the west side of the Harbor Freeway right-of-way is not necessary to meet Federal noise criteria. None of the alternatives presented in this environmental document would significantly alter the noise environment at Saint Vincent's School, or result in an exceedence of Federal or State noise criteria.

Noise readings were also taken at the apartment building at 2315 South Flower Street. This building is located on the west side of Flower Street, between Adams Boulevard and 23rd Street, in close proximity to the Harbor Freeway (to the west). It is the closest sensitive receptor to the freeway within the project vicinity. The exterior noise level at the rear of the building (the side nearest the freeway) was measured at 75 dBA (Leq). The exterior noise level in front of the building, facing Flower Street, was measured at 71 dBA. Noise levels at the rear of the building are dominated by the freeway and clearly exceed the 67 dBA (Leq) Federal design criterion for Category A land use. Noise levels in front of the building are influenced by both the freeway and the local streets.

If the current proposal were implemented noise levels at the apartment would not change. However, with implementation of most of the other Northern Terminus alternatives presented in this environmental document noise levels would rise, but insignificantly. For example, with implementation of the N/B and S/B HOV On and-Off Ramps south of 23rd Street Alternatives, noise levels would rise about 1 dBA (Leq) at the apartment. Other alternatives would have a similar impact.



However, it is recommended that noise abatement measures be taken at the apartment. The building is within the project limits of the Northern Terminus proposal with noise levels currently exceeding the 67 dBA (Leq) noise abatement criterion. A 14-foot high and 500 to 700-foot long soundwall constructed along the northbound freeway right-of-way, on the west side of the building, would result in an 8 dBA (Leq) reduction in the external noise level for the first floor residences in the vicinity of the building's southwest corner. Six to eight first floor apartment units would be brought to within the 67 DBA (Leq) noise criterion for land use Category A. This proposed soundwall would provide partial noise abatement for the remaining first floor units. The upper three floors of this apartment building would also realize partial noise abatement, particularly for those upper units towards the front of the building that would receive some benefit from the break in the line of sight to the freeway.

Noise readings taken in front of the Stimson House, at 2421 South Figueroa Street, show a noise level of 65 dBA (leq). The Harbor Freeway contributes to the noise environment, but traffic along Figueroa Street is the primary noise contributor. Exterior noise levels at the Stimson House are below the 67 dBA (Leq) Federal noise criterion and no noise abatement measures are necessary. None of the alternatives for the Northern Terminus, presented in this environmental document, would cause exterior noise levels at the Stimson House to exceed the 67 dBA (leq) level.

Two additional sensitive receptors are located in the project vicinity along Figueroa Way just south of 23rd Street. Both of these receptors appear to be residential facilities associated with Saint Vincent De Paul Church. One is a two story apartment structure located at 2303 South Figueroa Way, while the other is a large wood frame single family structure located at 2321 South Figueroa Way. Because of the close proximity of the two sites noise readings were taken in front of the 2321 South Figueroa Way property and the results used as being representative of both sites.

Noise readings taken in front of 2321 South Figueroa Way indicate a noise level of 70 dBA (Leq). The freeway contributes an ambient noise level of about 67 dBA (Leq) to the noise environment at this site. But local traffic along 23rd Street, Figueroa Way, and Figueroa Street are the primary contributors to the noise environment, with peak noise readings ranging from 72 to in excess of 80 dBA (Leq). Providing noise walls along the southbound side of the Harbor Freeway would not

reduce exterior noise levels at these sites to below the 67 dBA (Leq) exterior noise criterion for land use Category A.

At the May 3, 1990 Open House/Public Input Meeting, held for the Northern Terminus proposal, officials from the Orthopaedic Hospital complained that potential vibration impacts on their facility were not addressed in the Environmental Assessment/Initial Study circulated in early 1990. This issue was raised again at subsequent informal meetings that Caltrans held with hospital, church, and community representatives. The hospital feels that pile driving activities in particular would be damaging to sensitive electron microscopes used at the facility.

In response to these concerns Caltrans prepared an estimate of vibration levels at the Orthopaedic Hospital from pile driving for the I-110 Transitway Northern Terminus. The vibration estimates are based on projections made for Westech Gear Corporation with respect to proposed pile driving for the Alameda Viaduct of the Route 105 (Century) Freeway in Los Angeles. Based upon the Westech report the estimated vibration levels for the ground floor inside the hospital are as shown in Table IV-4.

TABLE IV-4

Vibration Levels on Ground Floor  
at Orthopaedic Hospital Due to Pile Driving

Peak Vertical Particle Velocity (inches/second)	Frequency (Hertz)	Peak Vertical Particle Acceleration ("g")	Peak-to-Peak Displacement (inches)
0.04	10-15	.0065 - 0.010	0.0008-0.0013

The estimates in Table IV-4 are based on the primary assumptions of a 100 feet distance from the pile driving, and a pile driver energy of 96,000 foot-pounds per blow. Other assumptions are an outside-to-inside attenuation of 2:1 and similar soils to the Alameda Viaduct.

There are no government vibration standards for electron microscopes, but a publication by Hal Amick, P.E. of Acentech Incorporated recommends a maximum peak particle velocity of .00025 inches per second. By comparison, ordinary walking on asphalt concrete pavement produces vibrations 10 times this level (.0025 inches per at a distance of ten feet. Another comparison is Westech Year's 0.005 inches per second criterion at sensitive machining locations. Pile driving would exceed the Westech Gear criterion at distances of less than 675 feet away.

Regardless of what level is deemed acceptable for the hospital's sensitive equipment, the expected pile driving vibrations will probably exceed this level. Those alternatives requiring the construction of Transitway and HOV On and Off-Ramp structures, and the demolition and reconstruction of the Flower Street overcrossing, in front of the hospital would cause the greatest vibration impacts because of the need for closer and more numerous pile driving to install necessary support columns. The Preferred Alternative for the transitway Northern Terminus (Alternative A - N/B HOV Off-Ramp to Adams Boulevard and S/B HOV On-Ramp south of 28th Street) would have less potential vibration impacts than most of the other alternatives discussed in Chapter II. And this is particularly true for those alternatives featuring transitway, HOV ramp, or HOV connector structures near and beyond 23rd Street (i.e. Alternatives B and D).

With implementation of the Preferred Alternative construction activities north of Adams Boulevard would be minimized. The Adams Boulevard overcrossing roadbed would be widened by removing the pedestrian walkways and converting the acquired space to automobile use. To accommodate pedestrian traffic cantilevered pedestrian walkway structures would be attached to both sides of the bridge structure. These techniques eliminate the need to expand the bridge by adding new sections, which would require support columns and pile driving.

Consequently, the need for support columns would be restricted to south of Adams Boulevard and thereby lessen potential vibration impacts due to pile driving. In fact support columns for the Transitway, HOV ramps, and reconstructed bridge structures would be limited to south of 27th Street. This will serve to lessen any potential vibration impacts on the Saint John's Episcopal Church, while further lessening vibration impacts on the Orthopaedic Hospital.

Potential vibration impacts resulting from pile driving could be eliminated if cast-in-drilled-hole techniques could be used to place support columns. The feasibility of such techniques depends upon the type of soil in a particular area. If cast-in-drilled-hole techniques proves feasible vibration impacts could be mitigated to the nil level.

Because of concerns regarding potential vibration impacts, due to Transitway construction, Caltrans will institute a mitigation monitoring plan. This mitigation monitoring plan will include taking vibration sensor readings at particularly sensitive sites adjacent to the I-110 corridor. In the Northern Terminus Vicinity, the Orthopaedic Hospital and Saint John's Episcopal Church would be so monitored. The purpose of this monitoring program would be to determine vibration levels prior to the construction (base line condition) and during construction. If adverse effects to these properties due to vibrations are noted, construction techniques would be modified to minimize harm.

All Supplemental Noise Study Reports and vibration analyses are available from Caltrans Environmental Planning Branch in Los Angeles.

#### Measures to Prevent Harm

It is recommended that noise abatement measures be provided for the apartment building at 2315 South Flower Street, via the construction of a 14-foot high (500 to 700-foot long) soundwall along the N/B I-110 R/W line.

To mitigate vibration impacts at Orthopaedic Hospital and Saint John's Caltrans recommends the following course of action:

- ° Minimize pile driving (This is largely dependent on the alternative selected).
- ° Pre-drill pile holes if soils allow and pour (support columns) in place.
- ° Explore the possibility of mutually acceptable times for pile driving.
- ° Implement a mitigation monitoring plan to monitor vibration levels during construction.

#### 8. New Shadows and Light (21)

The recommended alternative and the other I-110/Transitway alignment alternatives that have centerline columns will cast new shadows. While column shadows

will create alternating patches of light and dark, the impacts from this condition would not be significant.

Any aerial structures required for buses and HOVs to exit the guideway will cast shadows in that location. The impact of these shadows would not be significant.

9. Socioeconomic Impacts, Community Facilities (35,40)

One vacant State-owned office building, at 2599 South Flower Street, would be removed by the current proposal for the Northern Terminus of the I-110 Transitway. This was a 12,112 square foot right-of-way acquisition by Caltrans. The business that previously occupied this site (Capital Western Insurance) has already moved to a new location in downtown Los Angeles. This building is located at the northwest corner of Adams Boulevard and Flower Street.

The Preferred Alternative would also require right-of-way from the Los Angeles County H. Claude Hudson Comprehensive Health Care Center. The right-of-way would include loss of parking spaces and full or partial acquisition of improvements (three structures).

During construction approximately 22,750 square feet of parking lot area, or 50± parking spaces would be required. However, after construction only 20,310 square feet or 35± parking spaces would be needed on a permanent basis.

No residential units would be removed by the current proposal. The Preferred Alternative greatly reduces the right-of-way requirements of the Northern Terminus when compared to the requirements of the alternative approved in the 1985 FEIS (referred to herein as Alternative B). The configuration approved in the FEIS would require the taking of a church and several residential properties north of 23rd Street. In addition to the vacant office building previously described the original configuration would have required a partial taking of a parking lot owned by the Orthopaedic Hospital on the west side of Flower Street, between Adams Boulevard and 23rd Street.

Measures To Prevent Harm

The taking of any residence or business is governed by the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970. In conformance with the Federal Uniform Relocation Act, the California Department of Transportation is obligated to purchase property at fair market value and to pay moving expenses.

A Relocation Assistance and Advisory Services Program would also aid all residential displacees in locating

"decent, safe, and sanitary" replacement housing units that would be comparable in size, price, and location to the units they presently occupy.

10. Traffic Circulation (42,43)

The proposed project would change the circulation pattern in the project area. This change would result primarily from the conversion of Figueroa and Flower Streets (between Washington Boulevard and Exposition Park) to essentially one-way northbound and southbound arterials, respectively, to accommodate the city of Los Angeles Traffic System Management (TSM) Plan. The TSM Plan will promote efficient traffic flow along Figueroa and Flower Streets, particularly during peak traffic periods and sporting events at Exposition Park.

To accommodate the access concerns of businesses and non-profit organizations along Figueroa Street a southbound contra-flow lane would be provided. Flower Street, between Adams Boulevard and 23rd Street, would feature one northbound contra-flow lane to accommodate the access concerns of the Orthopaedic Hospital.

The proposed project would also widen Figueroa Street between Adams Boulevard and 21st Street. This is to insure adequate traffic flow capacity in the project area during construction of the I-110 Transitway, and to provide capacity for future traffic demand following construction. Because of the proposed widening of Figueroa Street the city of Los Angeles Department of Transportation (LADOT) will provide additional ped time at traffic signals to allow more time for pedestrian crossing. In addition LADOT will prohibit transit traffic from turning left or right onto 23rd Street. Signing will be placed to prohibit any turns.

Because of concerns raised at the May 3, 1990 meeting regarding pedestrian safety and the number of pedestrians crossing a widened Figueroa Street, LADOT made projections of pedestrian volumes crossing Figueroa Street. These projections indicate that there would be no substantial change in the number of pedestrians crossing Figueroa Street in the near term. For example in 1992, assuming no TSM or transitway work, 98 pedestrians would cross Figueroa Street along 23rd Street between during the 7:00 to 8:00 a.m. period, while 7 pedestrians would cross at the same location during the 5:00 to 6:00 p.m. period. And these figures would remain substantially unchanged during and after the construction of the transitway and implementing the

TSM plan (year 1995). In the long term (year 2010) pedestrian volumes would increase about 30%. Other pedestrian crossings in the project vicinity show similar pedestrian use patterns.

Caltran's Preferred Alternative for the Northern Terminus would provide for a Northbound HOV Off-Ramp to Adams Boulevard and a Southbound HOV On-Ramp from Flower Street, south of 28th Street. In addition, an HOV frontage road would be provided. These provisions would allow HOV and bus traffic from/to the transitway to enter/exit city streets smoothly, eliminating any disruption of normal traffic flow.

Caltrans has made near term (1995) and long term (2010) traffic volume projections for freeway and HOV on and off-ramps along the entire Harbor Freeway/transitway. Projections were made for the a.m. and p.m. peak hour periods as well as for average daily traffic (ADT), or total daily volumes. These projected traffic volumes for the Northern Terminus vicinity are shown in Table IV-5. Table IV-5 HOV ramp projections are for vehicles, typically automobiles and vans, carrying two or more passengers; vehicles with less than two passengers will not be allowed to use the Transitway. Up to 15,400 (ADT) HOVs are projected to use the I-110 Transitway facility in 1995. (About 6.5% of HOV Trips would enter/exit the Transitway at the Northern Terminus.) By the year 2010 this number is expected to increase to 22,000 (ADT) HOVs. The current ADT on the I-110 Freeway at 30th Street is 259,000 vehicles. By 2010 this figure is projected to increase to 272,500 (ADT) vehicles (assuming the Transitway is in full operation).

TABLE IV-5  
Freeway and HOV Ramps Volume Projections  
Northern Terminus - I 110

Type of Ramp	Location of Ramp	Year	ADT	A. M. Peak Hour Volumes	P. M. Peak Hour Volumes
N/B Freeway Off-Ramp	To Adams Blvd.	1995	9,000	410	840
		2010	10,500	500	850
N/B HOV Off-Ramp	To Adams Blvd.	1995	505	45	140
		2010	720	60	200
S/B HOV On-Ramp	From Flower St. s/o 28th St.	1995	505	140	40
		2010	720	200	60
S/B Freeway Off-Ramp	To Adams Bl via 23rd/ Figueroa St	1995	9,000	800	550
		2010	8,500	600	600

Upon completion of the Transitway the Southern California Rapid Transit District (SCRTD) plans to establish line-haul bus service between the South Bay area and the LACBD. Existing express lines #442 thru #447 serving the South Bay area, and utilizing the Harbor Freeway, will be eliminated. The non freeway portions of these lines will be served by local feeder lines to transit stations along the I-110 corridor. In addition, other local lines within a half mile of a transit station will be converted to feeder lines to their respective transit stations. This line-haul service would utilize the mixed-flow freeway between the San Pedro Transit Center and the Artesia Transit Center; the exclusive transitway guideway would be utilized between the Artesia Transit Center and the Northern Terminus; and, the Figueroa/Flower Streets couplet would be utilized between the Northern Terminus and the LACBD. In addition to the off-line transit stations in San Pedro and at Artesia Boulevard just mentioned, seven on-line transit stations would be located within the I-110 median. The nearest on-line transit station to the Northern Terminus vicinity would be between 37th Street and Exposition Boulevard.

Recent conversations with SCRTD representatives indicates that during peak traffic periods 6 minute headways, or 10 buses per hour in each direction, would be maintained for line-haul bus service. During off peak periods 10 minute headways, or 6 buses per hour in each direction, would be maintained for line-haul bus service. On a daily basis about 290 bus trips would be accommodated on the Transitway.

Bus trips would comprise less than 2% of the total vehicle trips utilizing the Transitway on a daily basis in the year 1995. The majority of line-haul buses are expected to enter and exit the Transitway at the Northern Terminus. On a daily basis about 22% of vehicles entering/exiting the Transitway at the Northern Terminus would be buses. On a peak-period basis 10% of the vehicles entering/exiting the Transitway at the Northern Terminus would be buses.

It is also useful to compare the number of buses and HOVs utilizing the surface streets, in the Northern Terminus vicinity, to the number of vehicles utilizing the Freeway on and off-ramps. On a daily basis 18,000 vehicles would enter or exit the Freeway in the vicinity of the Northern Terminus, whereas a total of 1300 buses and HOVs are expected to utilize these surface streets in the year 1995. On a percentage basis about 6.7% of the vehicles utilizing the areas surface streets, to access the Freeway or Transitway, would be destined for the Transitway. During peak periods Transitway destined vehicles would comprise about 16.5% of total Freeway and Transitway ramp



traffic utilizing surface streets in the Northern Terminus vicinity.

To address the issue of traffic congestion in the project vicinity of the Northern Terminus, the LADOT prepared a peak-hour capacity analysis for four selected intersections. The results of this analysis are summarized in Table IV-6. Table IV-6 presents the results of the analysis, for the four intersections during the a.m. and p.m. peak hours, under five conditions. These five conditions, assuming that the Flower Street and Adams Boulevard overcrossing structures are replaced by wider structures, are as follows:

- Condition #1 - Assuming projected 1992 traffic volumes, continued two-way operation of both Figueroa and Flower Streets, and no widening of Figueroa Streets (this is essentially the existing condition with no Northern Terminus operation).
- Condition #3 - Assuming projected 1992 traffic volumes, the conversion of both Figueroa and Flower Streets to essentially one-way arterials, and Figueroa Street is widened (i.e., implement the City's TSM plan but no Northern Terminus operations).
- Condition #4 - Assuming projected 1992 traffic volumes, the conversion of Figueroa and Flower Streets to essentially one-way arterials, Figueroa is widened, and the Northern Terminus is under construction with Figueroa Street carrying an additional 1200 vehicles/hour due to the loss of one freeway traffic lane (i.e., construction condition).
- Condition #5 - Assuming projected 1995 traffic volumes, the conversion of Figueroa and Flower Streets to essentially one-way arterials, Figueroa is widened, and the Northern Terminus fully operational and the freeway lane restored (i.e., the near term post construction condition).
- Condition #6 - Same assumptions as Condition #5, except assume 2010 projected traffic volumes (i.e., the long term post construction condition).

The operational efficiency of an intersection is expressed in terms of the volume to capacity (V/C) ratio (also referred to as the demand flow rate, as in Table IV-6), and the Level of Service (LOS). An LOS of A indicates low traffic volumes and free flowing traffic during the green cycles, and the absence of long queues at red lights. On the other hand, and LOS of F indicates heavy traffic demand and slow speeds through

TABLE IV-6

\*\* HFT PEAK-HOUR CAPACITY ANALYSIS SUMMARY (NORTHERLY TERMINUS) \*\*

INTERSECTION	PK.HR	#1- 1992 Vol. two-way No Widening	#3- 1992 Vol. One-way Widened	#4- 1992 Vol. One-way Widened * (+1200 cVol.)	#5- 1995 Vol. One-way w/tvol.	#6- 2010 Vol. One-way w/tvol.
		V/C LOS	V/C LOS	V/C LOS	V/C LOS	V/C LOS
A) 23rd St. & Figueroa St	A.M.	0.52 A	0.51 A	* 0.74 C	0.48 A	0.64 B
	P.M.	0.85 D	0.49 A	0.49 A	0.54 A	0.92 E
B) 23rd St. & Flower St.	A.M.	0.28 A	0.22 A	0.22 A	0.41 A	0.54 A
	P.M.	0.43 A	0.44 A	* 0.54 A	0.57 A	0.78 C
C) Adams Blvd. & Figueroa St.	A.M.	0.74 C	0.57 A	* 0.82 D	0.69 B	0.67 B
	P.M.	0.86 D	0.83 D	0.83 D	0.88 D	1.15 F
D) Adams Blvd. & Flower St.	A.M.	0.44 A	0.40 A	0.40 A	0.43 A	0.65 B
	P.M.	0.79 C	0.70 C	* 1.08 F	0.76 C	1.07 F
E) Adams Blvd. & I-110 NB OFF	A.M.				0.60 B	0.67 B
	P.M.				0.73 C	0.96 E

Notes: All volumes after one-way conversion reflects 50% S/B fig. vol. relocating to Flower.

#1. Reflects condition of existing street widths and striping.

#3. Fig.-Fl. is converted to one-way /off-center operation after City street widenings. No bridge widening.

#4. 1200 vph is added to N/B Fig. in AM peak and also to S/B Flower in the PM peak. One N/B fwy lane will be lost during transitway construction. The 1200 vol added to S/B Flower in the PM peak is only for study.

#5. and #6. Adams e/o Fl. is widened to 76'. Transitway operation begins. Fut. vol. is based on 2%/yr. growth. Left-turn phasing assumed installed for Adams and Figueroa for N/B and E/B directions.

LEGEND: V/C = demand flow rate  
LOS = level of service

a:c  
AL: 9-18-91

an intersection during green time; long traffic queues are associated with red lights, and motorists will most often have to wait through more than one green cycle to get through an intersection.

Table IV-6 indicates that there would be no general worsening of traffic conditions when comparing the existing and near term post construction conditions. In some cases there would be a modest improvement; as an example, there would be an improvement in LOS ( C to B) at the intersection of Adams Boulevard and Figueroa Street during the a.m. peak hour. However, there would be a degradation of LOS for some intersections during the construction condition; for example, there would be a degradation in LOS (C to F) at the intersection of Adams Boulevard and Flower Street during the p.m. peak hour. When comparing the existing and long term post construction conditions there is a general trend towards a degradation of LOS during peak periods. This is due to long term increases in traffic volumes in the Los Angeles area.

It can be concluded that there would be some degradation of LOS at various intersections for some periods during the construction condition. However, there would be a general improvement in LOS during the near term post construction condition. Due to the increased traffic volumes projected for the greater Los Angeles region over the long term, there would be a gradual degradation in LOS for the Northern Terminus vicinity. But this situation would develop in the long term with or without Northern Terminus and TSM implementation.

#### Measures To Prevent Harm

None will be necessary.

#### 11. Parking Impacts (44)

Due to the necessity to realign the existing northbound freeway off-ramp to Adams Boulevard, the current proposal would require the taking of a strip of right-of-way from the parking lot of the Los Angeles County H. Claude Hudson Comprehensive Health Care Center. As a result 35± parking spaces would be permanently lost. However, officials at the facility are aware of the Caltrans proposal and do not view the loss of the parking spaces as an adverse impact.

#### Measures to Prevent Harm

None will be necessary.

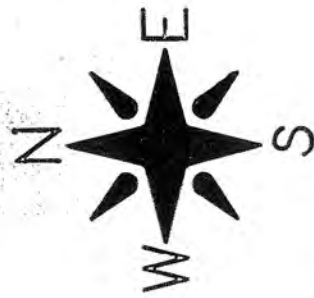
## 12. Aesthetics (50)

At the May 3, 1990 Open House/Public Input Meeting representatives from the Orthopaedic Hospital, and others, voiced concern regarding potential aesthetic impacts of the proposed Northern Terminus. Specifically the concern was the appearance of the elevated transitway and HOV on- and off-ramp structures. Some felt that the structures being elevated some 20 feet above street level would be unsightly and detract from notable historically significant buildings in the immediate vicinity. Hospital officials particularly complained about the prospects of having a massive transitway structure stubbed out in front of their facility. (The purpose in the stubbed out transitway was to provide for a possible future connection with an LRT line down Flower Street.)

What is aesthetically pleasing, and what is not aesthetically pleasing, is largely a matter of personal judgement. But in order to give the reader an idea of what the elevated structure would look like in the vicinity of Saint John's Episcopal Church, looking east on Adams Boulevard, refer to Figure IV-1. Figure IV-1 is an artist rendering of what the transitway facility would look like. This particular rendering is for Alternative C: Northbound HOV Off-Ramp to Figueroa Street and Southbound HOV On-Ramp from Flower Street, south of 23rd Street. The Preferred Alternative for implementing the Northern Terminus, with HOV on- and off-ramps south of Adams Boulevard, would hardly be visible from this perspective because the transitway would end further south, and the HOV ramps would be at street level in the vicinity of Adams Boulevard.

To aid the reviewer further in assessing the aesthetic impacts of this proposal Figure IV-2 shows the photograph of a model of Alternative A (the Preferred Alternative).

The visual intrusiveness of the Northern Terminus would depend upon the configuration of the alternative selected. For example, the alternative approved in the 1985 FEIS (Alternative B) would feature an elevated transitway extending north to near Washington Boulevard and HOV ramp structures to Figueroa Street south of 23rd Street. From the perspective of the Orthopaedic Hospital this alternative would probably be a lot more visually intrusive than the alternative proposed in the environmental document circulated in early 1990 (Alternative C). If the Preferred Alternative (Alternative A) were implemented the transitway would hardly be noticeable from the hospital.



ENTRANCE TO ST. JOHN'S CHURCH  
LOOKING EAST. (SOUTH SIDE OF  
ADAMS BLVD. / FLOWER ST.)

FIGURE IV-1



*MODEL OF  
ALTERNATIVE A*

*FIGURE IV-2*

### Measures to Prevent Harm

No mitigation measures are proposed.

### 13. Impacts on Properties of Historic and Cultural Significance, and Section 4(f) (48)

In preparation of the second Environmental Assessment addressing the Northern Terminus proposal, which was circulated on May 28, 1991, Caltrans' Cultural Resources Staff surveyed the proposed project area. Several properties with historic significance are within the Area of Potential Effects (APE) for the Northern Terminus of the I-110 Transitway. In addition, numerous such properties lie within the general area outside of the APE (see Chapter III, Section D). One property within the APE is listed on the National Register of Historic Places - The Stimson House (2421 South Figueroa Street). Two properties within the APE have been determined eligible for listing on the National Register - Saint John's Episcopal Church (514 West Adams Boulevard) and Saint Vincent De Paul Church (621 West Adams Boulevard). The Automobile Club of Southern California (2601 South Figueroa Street) is also within the APE. On February 7, 1992 the State Historic Preservation Officer (SHPO) concurred with Caltrans and the FHWA's determination that the Automobile Club was eligible for the National Register of Historic Places (see Appendix D). Refer to Figure C-1 in Appendix C for the locations of National Register Properties in the project area. The boundaries of the APE is depicted in Figure C-2.

On two prior occasions Caltrans and the FHWA has consulted with the SHPO regarding the potential affects of the I-110 Transitway proposal on historic properties. And in both instances the SHPO issued statements that the proposal will not affect National Register or eligible properties. The FHWA determined in both cases that the requirements of 36 CFR 800 had been satisfied. The first statement was issued on June 13, 1984 for the entire Transitway proposal addressed in the 1985 FEIS, which incorporated the Alternative B design for the Northern Terminus.

The second statement was issued on May 10, 1989 for the design modifications to the Transitway's Northern Terminus addressed in the 1990 Environmental Assessment (referred to herein as Alternative C). Caltrans and the FHWA consulted the SHPO at this point primarily because widening Figueroa Street had by then become part of the proposal. However, Caltrans prepared a Supplemental Historic Architectural Survey Report (HASR) for the

lapse of 10 years since the preparation of the Historic Property Survey Report (HPSR) for the overall I-110 Transitway proposal in 1981, Caltrans decided to prepare the Supplemental HASR for the following reasons: (1) to determine if conditions in the project area had changed since 1981; (2) to better address aesthetic and ambience impact issues raised more recently regarding the area's historic resources; and, (3) to request SHPO concurrence in our determination that the Preferred Alternative would have no effect on National Register or eligible properties.

As part of the submission of the HASR Supplement to the SHPO, Caltrans and the FHWA requested concurrence with our findings that the Automobile Club is eligible for the National Register under Criterion A, association with significant events in American history at the national, state, and local levels of significance; and Criterion C, architecture distinctive of a period, which represents high artistic value and is the work of two masters, and architecture representative of a building type, the courtyard office building at the local level of significance. The SHPO concurred with these findings. Refer to Appendix D.

The Supplemental HASR establishes a rigorous Area of Potential Effects (APE), which is indicated on Figure C-2. The APE includes the west side of Hope Street between 28th Street and 30th Street, properties abutting both sides of Figueroa Street Between 21st Street and 33rd Street, and the properties on both sides of Adams Boulevard between the Harbor Freeway and approximately 300 feet west of Figueroa Street. As previously indicated, four National Register or eligible properties are within the APE. Those National Register or eligible properties outside of the APE are not affected by the Northern Terminus proposal.

An historic overview of the West Adams neighborhood, which is adjacent to the Northern Terminus project area, is given in the Supplemental HASR. The neighborhood was developed in roughly four phases:

- 1) During the 1870's and early 1880's, the area attracted independently wealthy pioneers who farmed 5 to 10 acre ranchettes and pursued a bucolic "rural" lifestyle.
- 2) Subdivision began in 1886 and continued until 1905, when most of the lots were developed. In this phrase, palatial architect-designed mansions and gracious upper-income residences dominated the area.



- 3) Between 1903 and the early '20's, two kinds of development followed--luxury apartments and small middle class bungalows (built on the smaller lots or by subdividing larger lots.)
- 4) After 1920, lower income housing appeared, as the elite moved west toward Hancock Park and Beverly Hills. By 1924, a flurry of subdividing activity indicated that investment considerations were now overshadowing quality of life pursuits in the West Adams neighborhood. Consequently, mansions were broken up into apartments and estates were subdivided for new apartment complexes.

Representative of the first phase of development were Theodoric and Caroline Severance, and their son Mark Severance. They were originally from Boston and close friends of William Lloyd Garrison. During the second development phase palatial mansions, such as the Stimson House built by Thomas D. Stimson, dominated the area. Large institutions like the Automobile Club of Southern California, Saint John's Episcopal Church, and Saint Vincent De Paul Church were built in the early to mid-20s. Saint Vincent De Paul Church was built in 1924 as a result of a \$1.5 million gift of oil millionaire Edward L. Doheney, whose house was located nearby at 8 Chester Place.

The Supplemental HASR concludes that despite the fact that several historic properties are in or adjacent to the project area, the Northern Terminus to the I-110 Transitway is expected to have no effect on them. The primary reasons for this conclusion is that all street widening on Figueroa Street and Adams Boulevard will be done within city right-of-way, all structures are sufficiently set back from the property line, and no takes from these properties would be required. Current city right-of-way widths (sidewalk and treelawn) along Adams Boulevard and Figueroa Street is 15 to 16 feet.

Saint Vincent De Paul Church and the Stimson House will have the sidewalk narrowed by approximately 5 feet on Figueroa Street. Approximately 100 feet north of the Adams Boulevard intersection, the right-of-way tapers to 8.5 feet to meet the 8.5 foot right-of-way on the south side of the intersection. Adams Boulevard will not be widened in front of the church. Neither Saint Vincent De Paul Church or the Stimson House would be affected by the widening of Figueroa Street.

The Automobile Club will have street widening taking place on both the Figueroa Street and Adams Boulevard sides. Approximately 5 feet will be removed from the

treelawn on the Adams Boulevard side, while approximately 6.5 feet will be removed on the Figueroa Street side. This widening is minor, resulting in only a minor change in the building's relationship to the street.

Saint John's Episcopal Church has already had the street widened along approximately half of its Adams Boulevard frontage. The existing curbcut is approximately 4 feet; the proposed curbcut is 3 feet. It will be tapered across the western half of the property's frontage to meet the existing cut. This street widening will have no effect on the church.

Refer to Chapter IV, Section C, Item 7, for a discussion of noise and vibration impacts on historic properties within the APE due to project implementation.

For a discussion of measures proposed to mitigate the effect of street widening on treelawns and historic light fixtures, refer to the succeeding discussion on mitigation measures.

The Supplemental HASR concludes requirements under Section 106 of the National Historic Preservation Act of 1966. It is available for public review at the Caltrans Environmental Planning Branch in Los Angeles.

Other than four historic properties just discussed, the only other Section 4(f) property located in the APE is the playground/parking area in front of Saint Vincent's School. This playground/parking area is an asphalt covered lot utilized by school aged individuals during summer, school breaks, and after hours primarily to play basketball. No right-of-way would be required, and there would be no effect on this property as a result of implementing this proposal.

#### Mitigation Measures

As a result of the street widening associated with the TSM portion of this proposal there will be sidewalk and treelawn narrowing. The most direct effect of the treelawn narrowing is the loss of 30 mature street trees and the displacement of 29 UM-1906 historic light standards. Refer to Figure C-3 in Appendix C for the locations of existing trees and light standards. As part of the street widening project, Caltrans and the City of Los Angeles propose a landscaping program along Figueroa Street between 21st and 33rd Streets, and on Adams Boulevard from approximately 300 feet west of Figueroa Street, east to the I-110 Freeway. This landscaping program is intended to restore some of the historic ambiance of these two major avenues which has

lighting standard replacement, and various sidewalk repairs. The proposed tree planting and street lighting program is shown in Figure C-4.

Caltrans and the City of Los Angeles have agreed to use historic reproduction light standards which closely resemble the existing standards but meet city specifications for illumination, and long-term maintenance and utility expenses. The existing historic light standards will be warehoused for use in another appropriate historic setting, most likely the proposed Hope Street Promenade in Downtown Los Angeles, which will be primarily pedestrian in nature. Figure C-5 shows an existing UM-1906 historic light standard and a historic reproduction light standard.

The plan calls for tree wells spaced approximately 50' feet apart in the new sidewalk, interspersed with reproduction light standard on 50' centers. Lighting will be doubled on all four corners of the intersection of Adams Boulevard and Figueroa Street, and three light standards will punctuate the sidewalk in front of St. John's Episcopal. (Historically, trees have never been located in the sidewalk in front of this building.) The Sycamore, (*Plantanus acerifolia*) tree species appropriate to the scale and grandeur of the street, with a minimum size of 20-inch box will be used throughout the project. Landscaping also includes traffic islands at both the north and south limits of the project on Figueroa Street which are now barren or in need of upgrading.

The Automobile Club does not object to the street widening, but has asked for enhanced paving treatment for the new sidewalk fronting its property along Figueroa Street. This will be carried out according to their wishes.

#### 14. Construction Impacts (51)

Construction of this project will require the use of equipment whose noise characteristics reach high levels. There will be dust associated with the construction of the proposed project. There will also be traffic detours.

##### Measures To Prevent Harm

Hours of operation can be adjusted to meet and address the concerns of the community and the Orthopaedic Hospital. Other measures in the use of the construction equipment are as follows:

- a. Require that construction equipment be equipped and maintained with effective muffler exhaust systems.
- b. The project contractor will control dust by regular watering.
- c. A detour plan based on construction sequencing will be developed during construction.
- d. If feasible use cast in drill hole techniques for the placement of support columns, rather than pile driving, to minimize vibration impacts.

15. Cumulative Impacts (55)

Related Projects

The proposed USC Plaza Development site is located within the city of Los Angeles, California just south of Caltrans' proposed "Northern Terminus" Project. The 916,000 square ft. project will be on approximately 4.6 acres, and will consist of hotel, office, and retail space.

Regional access to the project site is provided by the Harbor Freeway (located just to the east of the proposed site) as well as by the Santa Monica Freeway (located one mile north of the site). The site is served by several major and secondary highways, including Figueroa Street, Flower Street, Jefferson Boulevard, Hoover Street, Exposition Boulevard and Vermont Avenue.

For additional information on the proposed USC Plaza Development, please see the Final Environmental Impact Report approved June, 1990, by the Community Redevelopment Agency of the city of Los Angeles.

The proposed USC Parking Center is just south of the Northern Terminus Project located on the block bordered by Jefferson Boulevard to the north, 35th Street to the south, Hope Street to the west, and Grand Avenue to the east (site of the old May Company warehouse). The proposed project is in close proximity to the University of Southern California within the city of Los Angeles. The ingress/egress point will be on Hope Street, between Jefferson Boulevard and 35th Street. Local east/west access to the site will be primarily via Jefferson Boulevard, 37th Street, 35th Street and Exposition Boulevard. Local north/south access to the site will occur primarily via Figueroa Street, Flower Street, Grand Avenue and Hope Street.

The proposed USC parking structure is designed to alleviate the existing parking shortage and congestion on the USC Campus. The proposed structure will consist of 3,050 parking spaces on 90,000 gross square feet of warehouse space.

For additional information on this project, please see the Final Environmental Impact Report for the USC Plaza Development.

The LADOT TSM Plan, which is incorporated into the Northern Terminus proposal, would serve to provide additional traffic capacity and operational efficiency in the project area. It is expected that the additional traffic generated by the above referenced projects would be accommodated by the proposed TSM plan. The I-110 Transitway Proposal, of which the Northern Terminus proposal is an integral part, would serve to encourage car and vanpooling and thereby contribute to the reduction of vehicle miles traveled (VMT) in the area.

For a discussion of the Central City West proposal in the LACBD refer to Appendix B, Response to Comments Received in 1991. See Part A, Written Comments, Caltrans' response to Mr. Robert K. Break. See our comments #10 where this issue is discussed at length.

#### Mitigation Measures

No mitigation measures are proposed.



## V. Consultation and Public Participation

### A. Introduction

An interdisciplinary approach involving governmental agency coordination and public participation in transportation planning is an important State and Federal requirement. Public input has been solicited since the early stages of the Harbor Freeway Transitway Study. During the coordination process the permits required to construct the various alternatives of the project were identified.

A Draft Environmental Impact Statement (DEIS) for the Harbor Freeway/Transitway, between San Pedro and the LACBD, was approved by the State on November 17, 1982 and by the Federal Highway Administration on December 2, 1982. The approved DEIS was publicly circulated during which time public input was solicited, two Public Hearings were held at separate locations in the I-110 corridor during March, 1983, and several informal meetings and map showings were held. A Final Environmental Impact Statement (FEIS) for the project was approved by the State on January 25, 1985, and by the Federal Highway Administration (FHWA) on March 20, 1985.

### B. Northern Terminus Design Changes

In early 1988 a series of design changes to the approved I-110 proposal became necessary. These changes included widening the cross section of the transitway, accommodating the Transportation Systems Management (TSM) plan of the city of Los Angeles, and relocating park-and-ride lot locations. To address any additional impacts that these design changes would pose in sensitive areas, Caltrans and the FHWA decided to prepare additional Initial Studies/Environmental Assessments (IS/EA) at selected locations. The area of the Northern Terminus was one of these locations.

To assess local concerns and attain public input, in anticipation of preparing an environmental assessment for the Northern Terminus of the I-110 Transitway, Caltrans held an Open House on December 15, 1988 at 120 South Spring Street, State Department of Transportation Offices, Los Angeles, California, commencing at 3:00 p.m. Caltrans and city of Los Angeles Department of Transportation (LADOT) representatives were on hand to discuss the proposal and answer questions. Maps of the then recommended alternative, the "Criss-Cross" Alternative, were shown and discussed. For details of the "criss-cross" alternative see Chapter II, Section E, of this environmental document. About 35 people attended the Open House. Attendees were owners of local businesses (primarily in the mini-mall), business property owners, and representatives from Saint Vincent De Paul Church and USC.

There was no major opposition to the project expressed at the Open House. However, concerns voiced by the attendees were as follows:

- Relocation Compensation
- Compensation for commercial property to be taken.
- Reduction of the width of sidewalk on Figueroa Street.

In 1989 the LADOT changed its TSM plan involving Flower and Figueroa Streets. This change rendered the "criss-cross" Alternative ineffective and it was discarded. On September 7, 1989 an informational letter was sent to everyone attending the December 15, 1988 Open House advising them of a new design configuration for the Northern Terminus requiring fewer properties to be taken.

In early 1990 Caltrans circulated an Environmental Assessment focusing on the impacts of the new recommended alternative, "Northbound HOV Off-Ramp to Figueroa Street and Southbound HOV On-Ramp from realigned Flower Street, south of 23rd Street" (with the demolition and reconstruction of the Flower Street overcrossing). (For details of this alternative refer to Chapter II, Section C, of this environmental document.)

Because of local concerns following the circulation of the Environmental Assessment Caltrans held an Open House/Public Input Meeting on May 3, 1990 at Saint Vincent's School Auditorium, at 2333 South Figueroa Way, Los Angeles, California. About 100 people attended the meeting. Attendees included representatives from Saint Vincent De Paul Church, Orthopaedic Hospital officials, representatives from community groups, local homeowners, parents and students from Saint Vincent's School, a representative from Supervisor Hahn's office, etc. The tone of the meeting was generally negative and the project was opposed by virtually everyone who commented. The major concerns expressed by attendees were as follows:

- Opposition to widening Figueroa Street.
- Circulation impacts due to increased traffic, and Figueroa Street becoming unsafe for pedestrians.
- Harm to local historic properties.
- Traffic diversions from other streets and freeways, and future transportation projects.
- A general feeling that the Northern Terminus should be located some place other than 23rd Street.
- The Orthopaedic Hospital in particular complained that they were never notified of this project, and that the Environmental Assessment did not address impacts on their facility.
- Some raised the issue of earthquake impacts on structures.



- Others felt that the FEIS was outdated and the Environmental Assessment reached wrong conclusions.
- Many were concerned about noise, air quality (dust in particular), aesthetics and even vibration impacts.

The meeting was adjourned with the understanding that Caltrans would develop other alternatives for the Northern Terminus proposal and set a date for a Formal Public Hearing. Refer to Appendix A where written comments and Open House/Public Input meeting comments received from the public during the circulation of the first Environmental Assessment, and Caltrans' responses, are presented.

Over the months following the meeting Caltrans officials have had several meetings with representatives from LADOT, the Orthopaedic Hospital, community groups, the Automobile Club of Southern California, city councilmen's assistants, the LACTC, and local churches in an effort to find an alternative mutually acceptable to all parties. Several alternatives have been developed and they are presented in Chapter II of this environmental document. The Preferred Alternative is the "Northbound HOV Off-Ramp to Adams Boulevard, and Southbound HOV On-Ramp from Flower Street, south of 28th Street (with new HOV Frontage Road)" Alternative. For a discussion of the Preferred Alternative refer to Chapter II, Section A.

Caltrans circulated a second Environmental Assessment on May 28, 1991. A Public Hearing was held on June 27, 1991 at the Orthopaedic Hospital Auditorium at 2400 South Flower Street, Los Angeles California. Approximately 15 to 18 people, exclusive of Caltrans representatives, attended the hearing. Attendees included representatives from St. Vincent de Paul Church, Orthopaedic Hospital, local homeowners, and local businessmen. Prior to the public hearing there was a showing of the project maps and other exhibits. Public reaction was generally positive. However, the tone of the formal public hearing was negative with remarks regarding the following:

- Lack of compassion for hospital
- Access to the Hospital
- Vibration during construction
- Dust and dirt during construction
- Flower and Adams Bridges
- Century City West
- Dangers to children during construction
- Access to apartment parking lot
- Proposed soundwall blocks view
- Private property owner does a better job than government in providing housing for low income people
- TSM plan for area of Midas Muffler shop
- Equipment storage

The meeting was adjourned by Richard Ranger, administrative law judge, with the understanding that Caltrans look into the issues raised at the Public Hearing, most of which have been discussed in the environmental document. Refer to Appendix B where written comments and public hearing comments received from the public during the circulation of second Environmental Assessment, and Caltrans' responses, are presented.

### C. Distribution List

The following is the list of agencies, organizations and individuals to which this Negative Declaration and Environmental Assessment will be distributed.

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Diane G. Kane, Associate Environmental Planner (Architectural Historian), B.A. Art History, UCLA, Art History, U.C. Berkeley; Candidate, Ph.D Architectural History, 7 years experience City Planning, and 13 years identifying and evaluating Architectural and Historical Properties

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Walter White, Associate Right-of-Way Agent  
B.S. Business Administration, CSULA; 8 years experience in Right-of-Way Studies.

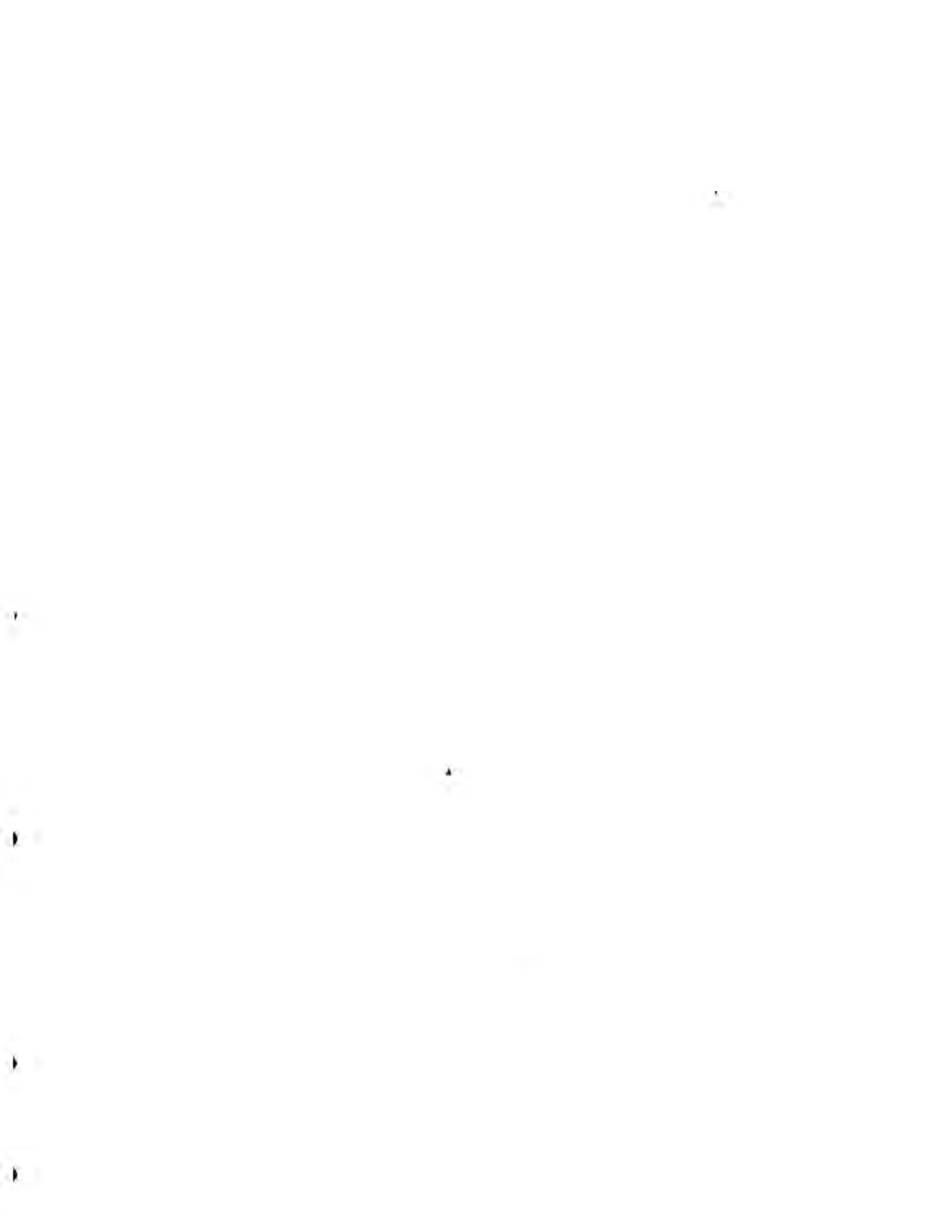
Michelle Smith, Associate Transportation Engineer  
B. S. Civil Engineering, New Jersey Institute of Technology; Registered Engineer, 8 years Highway Design experience.

R. Dave Gilstrap, Senior Transportation Engineer  
B.S. Civil Engineering, UC Berkely; Registered Engineer, 25 years Highway Design experience.

George Hayakawa, Senior Transportation Engineer  
B.S. Civil Engineering, Oregon State University  
30 years Engineering experience.


Patricia E. Williamson, Senior Delineator  
B.A. Art, Mount St. Mary's College, 34 years experience in Drafting/Graphic Arts.

Aage Lee, Transportation Engineering Asc. Department of Transportation, City of Los Angeles, B.S. CSULA, 20 years experience Civil Engineering.

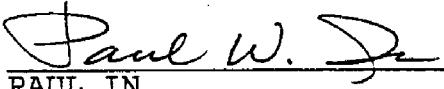


Environmental Determination

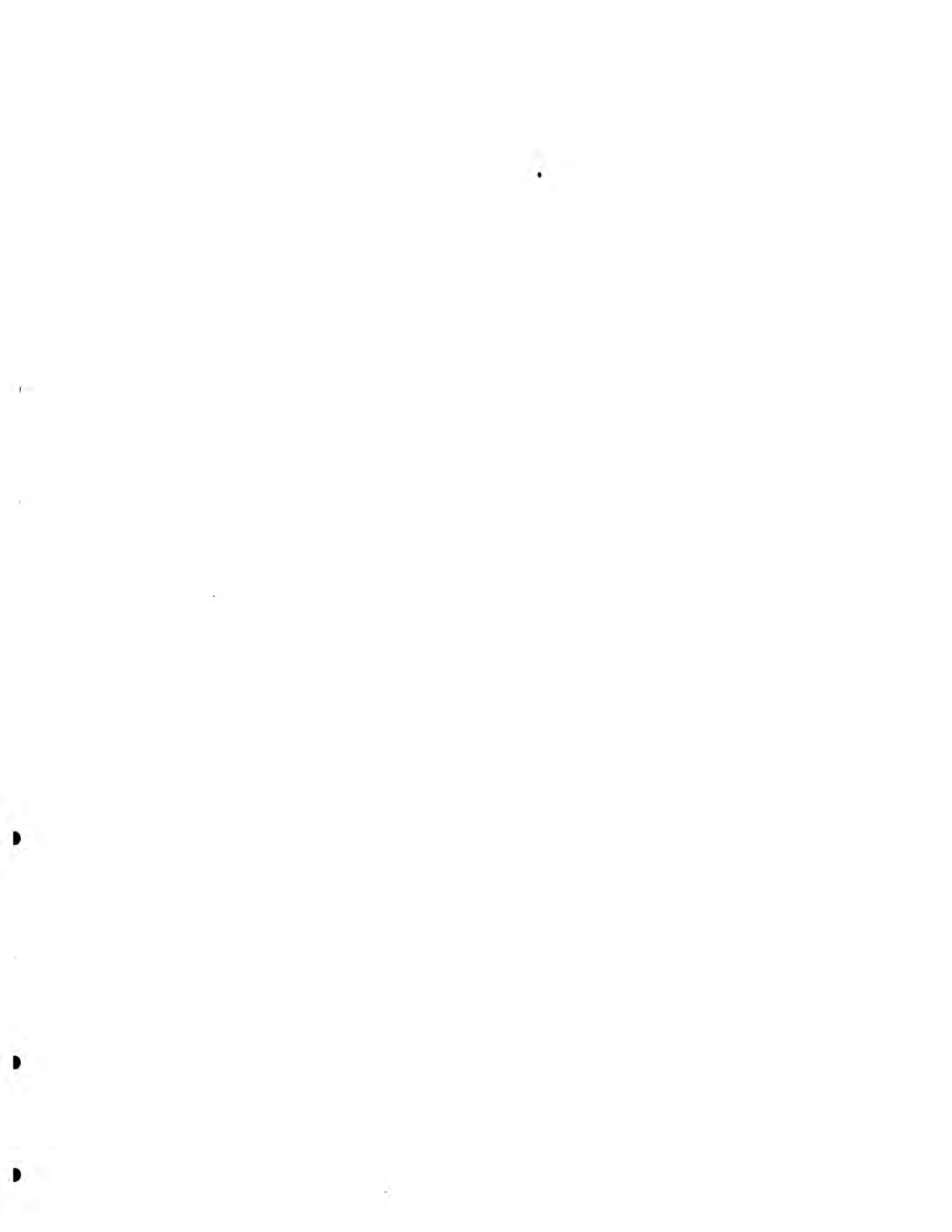
On the basis of this evaluation, it is determined that the appropriate environmental document for the proposal is a Negative Declaration. Although the proposal could have a significant effect on the environment, there will not be a significant effect because the mitigation measures described have been added to the project.

  
\_\_\_\_\_  
RONALD J. KOSINSKI  
Chief, Environmental Planning Branch

4-26-91  
Date

  
\_\_\_\_\_  
PAUL IN  
Chief, Project Development Branch "A"

4-26-91  
Date



VII. APPENDICES

A. Appendix A

Responses to comments received during the circulation of the Initial Study/Environmental Assessment (1990).

B. Appendix B

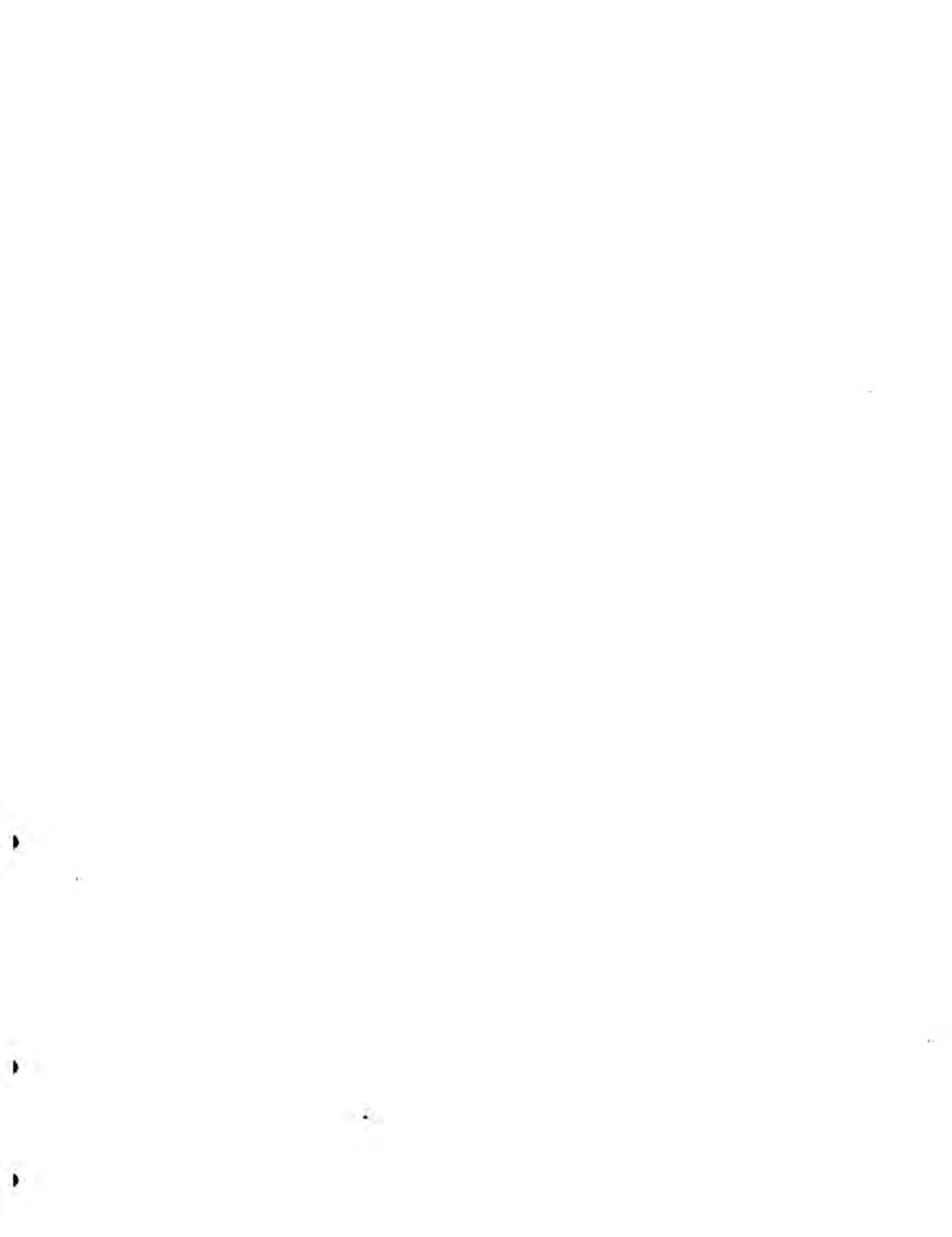
Responses to comments received during the circulation of the Initial Study/Environmental Assessment (1991).

C. Appendix C

Graphics Depicting Historic Properties, Landscaping, and Street Lighting in the Adams Boulevard/Figueroa Street vicinity.

D. Appendix D

February 7, 1992 letter from the State Historic Preservation Officer, to the FHWA, regarding the Supplemental Historical Architecture Survey Report of December, 1991.





APPENDIX A

RESPONSES TO COMMENTS RECEIVED DURING THE CIRCULATION OF THE  
INITIAL STUDY/ENVIRONMENTAL ASSESSMENT (1990)

## PUBLIC COMMENTS AND RESPONSES

### Section A. Written Comments

The first Initial Study/Environmental Assessment was made available and comments were received from February 15, 1990 to March 16, 1990. Comments were also accepted on the project and environmental document following the May 3, 1990 Open House/Public Input meeting for about a 45-day period. The following substantive comments regarding the environmental document and the alternatives were received during these review periods.

#### Local Agencies

Community Redevelopment Agency, of the City of Los Angeles

Department of Fire, of the City of Los Angeles

#### Organizations and Individuals

Ms. Kristin Belko, Attorney at Law

Sr. Diane Donoghue, Saint Vincent De Paul Church

Ms. Jean Sarah Frost, PAC Chairperson

Mr. Jim Childs, Adams Dockweiler  
Heritage Organizing Committee

Latham & Watkins, Attorneys at Law

Mr. Stefan Reed

**Community Redevelopment Agency**

of the City,  
of Los Angeles

354 South Spring Street  
Suite 800  
Los Angeles  
California 90013-1258  
  
213 977 1600

Telecopier  
Number 213 977 1665

Anti-Nimble Action  
Equal Opportunity  
Enclosure

Date MAY 1 1 1990

File Code

Mr. Cleavon Govan  
Caltrans District Office 7  
120 South Spring Street  
Los Angeles, CA 90012

SUBJECT: NORTHERLY TERMINUS I-110 TRANSITWAY

Dear Mr. Govan:

CRA  
LA

Agency staff has reviewed the Initial Study/Environmental Assessment (IS/EA) for the revised I-110 Transitway northerly terminus. The focus of our review concerns the potential impact the change in design for the northerly terminus will have on the community in the Adams Normandie 4321 Redevelopment Project. We have identified the following concerns regarding the revised scheme based on comments made at a recent community meeting in the Adams Normandie neighborhood:

- ① ■ Figueroa Street would be widened from its existing 67 foot width to 82 - 83 feet, an additional 15 - 16 feet for the roadway. This would leave approximately an 8.5 foot sidewalk along some sections of Figueroa Street and involve the removal or relocation of mature street trees. The Adams Normandie community opposes the street widening because of concerns that traffic volume would increase and that pedestrian circulation would be adversely affected in the vicinity of St. Vincent's Church and School.
- ② ■ Project designers should address the concerns of local residents about the potential thru-traffic impacts in residential neighborhoods. For example, measures should be considered to prevent excessive thru-traffic on 23rd Street (west of the northerly terminus) which is a residential area.
- ③ ■ The redesigned Transitway structure, including northbound and southbound ramps, appears to impose a less obtrusive visual impact than the original designs dating back to 1985. We are pleased by this development and encourage Caltrans to continue to explore additional measures to mitigate the visual and noise impacts throughout the final design process.

James M. Wood  
Chairman

Dolcie Chapman  
Carlyle W. Hall, Jr.  
Pastor Thomas Kilgore, Jr.  
Larry E. Kirk  
Frank Kuwahara  
Dennis R. Lora

John J. Tuite  
Administrator

Mr. Cleavon Govan  
Caltrans District Office 7

2.

The Agency supports the I-110 Transitway Project, and recognizes the benefits of this regional transportation project. Please let us know if we can be of any assistance on the concerns listed above.

---

CEA  
LA

Sincerely,



Donald Pelegri  
Project Manager  
Adams Normandie 4321 Project

cc: R. Farrell, C.D. 8, Attn: Saeed Samsteer  
G. Molina, Attn: Michael Turner  
J. Frost

Response to: Mr. Donald Pelegrino, Project Manager  
Adams Normandie 4321 Project  
Community Redevelopment Agency

Comment:

1. Refer to Chapter II, Section A, of this environmental document for a discussion of sidewalk widths following roadway widening.

Refer to Chapter IV, Section C, Item 10 for discussions on traffic and pedestrian circulation impacts. Refer to Chapter IV, Section C, Item 13 for a discussion on landscape and street light mitigation.

2. Refer to Chapter II, Section A, of this environmental document where the prevention of HOV's turning onto 23rd Street is discussed.
3. Alternative A, the preferred alternative, would be even less visually intrusive than the alternative recommended in the 1990 Environmental Assessment. Refer to Chapter IV, Section , Item 12 where this is discussed.

**Community Redevelopment Agency**

of the City  
of Los Angeles

Adams/Normandie 4321  
1115 W. Adams Boulevard  
Suite 204  
Los Angeles  
California 90007

213 746 5620

An Affirmative Action  
Equal Opportunity  
Employer

Date

File Code

March 15, 1990

RECEIVED  
MAR 16 1990  
ENV. PLAN. BR.

J.C. Bingham  
Caltrans  
Environmental Planning Branch  
120 S. Spring Street  
Los Angeles, CA 90012

CRA

re: 1-110 Northerly Terminus to Figueroa Street

LA

Dear Mr. Bingham:

On behalf of the Adams Normandie 4321 Project Area Committee (PAC) and pursuant to a unanimous vote of the PAC, we wish to offer the following MAJOR COMMENTS regarding the subject project.

Based upon the information given by your staff to our Housing and Planning Subcommittee on March 13, 1990, the negative impact conclusion in your IS/EA, as applied to our PAC area is inadequate because of its failure to consider the items of local concern, including the following:

- ① 1. The impact of increased traffic on Figueroa Street (1200 vehicles) and the increased effect of such traffic on existing schools, churches and hospitals as well as other facilities;
- ② 2. Increased pressure on existing, overburden local parking demands;
- ③ 3. The effect of widening Figueroa Street on future traffic patterns and the increased threat to pedestrian and local vehicular traffic;
- ④ 4. The failure to assess the impact on this local residential community, filled with National Register homes, city landmarks and eligible structures.

We appreciate the burden on CALTRANS to meet traffic demands over a wide geographic area and we do not wish to inhibit this mandate. However, we do not believe the IS/EA, which used data based material which is at least five years old, has effectively addressed our concerns and needs.

James M. Wood  
Chairman

Dolene Chapman  
Daniel Paul Horwitz  
Pastor Thomas Kilgore, Jr.  
Frank Kawahara  
Dennis R. Lona  
Edwin W. Steidle

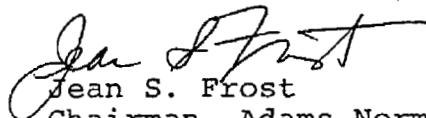
John J. Tuite  
Administrator

Mr. Bingham  
March 15, 1990  
Page two

We request a public hearing to afford location community residents an opportunity to give their input with the full expectation that we will be able to enthusiastically support this project with appropriate revisions.

Thank you for your consideration in this matter. Please keep me advised of any future meetings or opportunities to comment.

Very truly yours,



Jean S. Frost  
Chairman, Adams Normandie 4321  
Project Area Committee

Response to: Ms. Jean S. Frost, Chairman  
Adams Normandie 4321 PAC  
Community Redevelopment Agency

Comment:

1. Refer to Caltrans' response to Mr. Donald Pelegrino. See our Comment #1.
2. There is no reason to assume that an inordinate demand on parking facilities would result in the Northern Terminus area. Only a small percentage of HOVs would enter and exit the Transitway at the Northern Terminus. The majority of HOVs would access the Transitway via the mixed-flow freeway. No transit station is planned for the area, nor will there be any park-and-ride facilities to encourage parking in the vicinity.
3. Refer to Comment #1.
4. Refer to Chapter IV, Section C, Item 13 in the environmental document.



# CITY OF LOS ANGELES

CALIFORNIA

MAR - 6 1990

DEPARTMENT OF FIRE

BOARD OF  
FIRE COMMISSIONERS  
485-6032

ANN REISS LANE  
PRESIDENT

AILEEN ADAMS  
VICE-PRESIDENT

JAMES E. BLANCARTE  
CARL R. TERZIAN

KENNETH S. WASHINGTON

EVA WHITELOCK  
EXECUTIVE ASSISTANT

March 2, 1990



TOM BRADLEY  
MAYOR

200 NORTH MAIN STREET  
LOS ANGELES, CA 90012

PROJ. DEV A		INFO	ACTION
	PVI		
	LLC		
	BWH		
	WLC		
	YG		
	GYH		
	DTN		

DONALD O. MANNING  
CHIEF ENGINEER  
AND  
GENERAL MANAGER

Bill Charbonneau, Environmental Planning  
California Department of Transportation  
120 S. Spring Street  
Los Angeles, CA 90012

Dear Mr. Charbonneau:

## Negative Declaration - Harbor Freeway Transitway

The proposed project consists of revising the northern terminus for the I-110 (Harbor Freeway) Transitway in the City of Los Angeles. This revision will provide High Occupancy Vehicles (HOV) a more direct route between the transitway and surface streets and for conversion to future light rail.

The following comments are furnished in response to your request for this Department to review the proposed development:

① Access for Fire Department apparatus and personnel to and into all structures shall be required.

② The Operations Control Division Dispatch Section of the Fire Department shall be notified prior to any projects which would affect Fire Department access to streets, fire hydrants, or structures in order to allow Fire Suppression and Emergency Medical Services to plan alternate routes or contingency plans as needed. Notification is to be made by calling the Operations Control Dispatch Section at (213) 485-6185.

For any additional information, please contact our Hydrant Unit, at (213) 485-5964.

DONALD O. MANNING  
Chief Engineer and General Manager

Tony Ennis, Assistant Bureau Commander  
Bureau of Fire Prevention

TE:ASM:vg/3140E

cc: Councilman Gilbert W. Lindsay  
Environmental Quality Board  
Fire Department Planning Section

A-9

Response to: Mr. Tony Ennis  
Assistant Bureau Commander  
Bureau of Fire Prevention  
City of Los Angeles

Comment:

1. Fire Department apparatus and personnel will have access to all structures in the project area during construction. LADOT will require that two lanes be provided in each direction at all times on Adams Boulevard and Figueroa Street, and that access to all driveways be maintained. The eastside curb lane of Flower Street, south of Adams Boulevard, will have to be closed to allow the construction of a Freeway retaining wall. However, access to Flower Street will be maintained at all times. Therefore, all structures in the area would always be accessible from local streets.
2. Street access during construction has been addressed in comment #1. It is possible that the widening of Figueroa Street and Adams Boulevard, and construction activities on Flower Street, may necessitate the relocation of fire hydrants. In any case Caltrans and LADOT will contact your agency to work out the details of any necessary fire hydrant relocations.

Kristin Belko

ATTORNEY AT LAW

1163 WEST 27TH STREET

LOS ANGELES, CALIFORNIA 90007

TELEPHONE (213) 747-6304

March 15, 1990

RECEIVED

MAR 16 1990

ENV. PLAN. BR.

KRISTIN BELKO

DEBORAH DEPIETRO

DONALD COOK

L. L. Bedolla  
Deputy District Director  
Cal Trans  
120 South Spring Street  
Los Angeles, California 90010

HAND CARRIED

Re: Initial Study and Negative Declaration  
7-LA-110 P.M. 20.94  
07221 - 110331

Dear Mr. Bedolla:

I wish to offer the following comments on the Initial Study and Negative Declaration prepared by your office. I was present at the discussion of the proposal at the Housing and Planning Subcommittee of the Adams/Normandy Project Area Committee of the Los Angeles Community Redevelopment Agency. I believe that neither the Initial Study nor the decision that there is no significant impact on the environment are correct. I request that the following items be taken into consideration, keeping in mind that supportive materials considered by the staff in preparing the Initial Study were not available for my review.

① 1. Page IV-11 states that there are "2 properties eligible for the National Register". Since these properties are not identified, I do not know which ones they are. My understanding is that there are three National Register listed properties immediately adjacent to this development, St. John's, St. Vincent's and this Stimson House. I further understand that the Automobile Club is potentially eligible and is a city landmark. Chester Place and a number of other properties identified in the Iredale and the Hathaway reports are

L. L. Bedolla  
Page Two  
March 15, 1990

within several hundred yards of the proposal. Of all statements that there is no negative impact on the "ambience" of the property.

② 2. At the PAC hearing, the Cal Trans speaker stated on at least three separate occasions that he believed that there would "clearly" be an impact on the neighborhood by this proposal. In light of that statement, it is difficult to understand the Negative Declaration being issued saying that there would be no impact. These hearings are taped so the Cal Trans spokesman's comments were recorded.

③ 3. It was disclosed at the meeting that during the period of construction which is estimated to be more than four years, some 1,000 to 1,200 cars will be diverted from Highway 110 to Figueroa. It is inconceivable how a finding could be made that this will have no significant adverse impact on the National Register or eligible structures along Figueroa or adjacent to Figueroa when a volume of traffic of this magnitude is switched from the highway, which is substantially below grade and diverted to Figueroa at grade could have no impact. At a minimum, I would request to see the air quality studies that an increase of this amount at grade 6-1/2 feet closer to the abutting businesses, school play yard, hospital and houses) would have no impact.

④ 4. The long-term effects of widening Figueroa certainly seem to have an impact on the properties adjoining Figueroa. This also raises a question as to the accuracy of the statement that "no land would be required" from the National Register properties. It is difficult to understand how Figueroa could be widened 6-1/2 feet on the west side without taking 6-1/2 feet from the Stimson property which abuts Figueroa. The same argument would be made for St. Vincent's Church and the Automobile Club building. Perhaps this is some sort of device of phraseology in which the land that would be

L. L. Bedolla  
Page Three  
March 15, 1990

taken for Figueroa technically belongs to the City so that the actual ownership of the land on which the monuments are located does not change but the set back from a busy thoroughfare would, clearly, change. While the ownership of the underlying dirt may not have an impact on the monuments, increasing the volume of traffic at a closer distance would seem to do so.

5. Cal Trans suggested that as "mitigation" upon the conclusion of the construction after four years, the residents could petition the City to install grass medians as "safety islands" in the middle of Figueroa. Mitigation should be instituted now, as part of the total plan so that its mitigation would be insured.

6. It was found in the Initial Study that there would be no impact on pedestrians to the proposed changed, but patently that is absurd: the size of the sidewalks was suggested to 13' to 15', although I found no sidewalks in the proposed project area that were that wide. Secondly, the size of the sidewalks will be reduced by half in order to accommodate the widening. Pedestrians will now be required to cross seven lanes of heavy moving commuter traffic. It is difficult to understand how this is considered to be not a significant impact. Crossing Figueroa is presently extremely dangerous and difficult. It is extremely dangerous and difficult to make left-hand turns in automobiles because of the high volume and width of Figueroa in its present configuration. Increasing the width and volume of traffic would certainly seem to have an effect.

7. The Study fails to discuss the impact of the change of business usage along Figueroa in the impacted area. All references that I was able to see rely on studies that were done in the 1984 and 1985 time period. Since that time, enormous changes to Figueroa have occurred including the addition of two mini malls and a half dozen more fast food outlets. The on/off curb cuts to Figueroa have changed dramatically in the last five and six years and neither the Initial Study nor the Negative Declaration takes these changes into consideration.

L. L. Bedolla  
Page Four  
March 15, 1990

8. The Initial Study and the Negative Declaration appear to fail to consider the proposed development of high density office towers and proposed residential towers at the intersection of Jefferson and Figueroa, part of the "U.S.C. plaza." The proposal includes a new hotel and restaurant complex with a major modification of the shrine area. Substantial additional parking for the shrine and the university are suggested. Since the construction phase will coincide exactly with the construction phase of your proposed project, I think this must be analyzed as it clearly impacts the flow of traffic on Figueroa and the surrounding areas.

There is no analysis of other possible developments "in the pipeline" around the Coliseum, U.S.C., The Shrine or other areas.

9. As alternatives or mitigations, the proposal would be substantially improved if the on/off ramps to Figueroa were planned in such a way that it would not be possible for traffic to enter into the residential community abutting Figueroa. Specifically, the ramp off of the raised deck at Figueroa and 23rd Street should make it not possible to turn west onto 23rd Street. At the present time, 23rd Street is already overburdened with traffic given its width and use as parking for the surrounding residential community. The intersection of 23rd Street and Hoover already has massive traffic jams that are not being dealt with by the City. If it is possible for commuter traffic to enter on to 23rd Street from Figueroa, 23rd Street to Hoover to the Santa Monica Freeway West will become an alternative commuting route. Neither 23rd Street nor the Union and Hoover intersections are designed to accommodate this kind of volume which would have a devastating impact on the surrounding residential community. More than two dozen cultural landmarks exist in this neighborhood immediately adjoining 23rd Street and would be very negatively impacted if commuter traffic is diverted through that neighborhood on to the Santa Monica Freeway.

L. L. Bedolla  
Page Five  
March 15, 1990

⑩ 10. One of the mitigation factors disclose on page IV-12 is that a "detour plan" will be developed prior to construction. Obviously, it is critical to know what this detour plan is as it will clearly impact this community if vehicles are detoured through the residential areas at all. What mitigation factors are being developed that will prevent the commuters from entering into this residential neighborhood?

⑪ 11. The representative at the PAC meeting stated that "baffles" or some other device are being built that will limit and control freeway noise. Since the scientific studies that would support this proposition were not made available, it is far from clear whether this conclusion is supported by reliable evidence. It is difficult to understand how increasing the volume of the Harbor Freeway including adding a deck at a level thirty feet above grade will not impact noise or pollution. The Initial Study did not justify these conclusions. The adequacy of an Initial Study depends on the materials that were used and these have not been attached for review. I question if these were done properly if the conclusion that such a substantial construction project will have no impact on noise or pollution.

⑫ 12. The conclusion of the environmental check list that this proposal will not affect churches or medical facilities strains believability. One proposal abuts two National Register Churches, St. Vincent's and St. John's and is bordered by Orthopedic Hospital. The conclusion on the check list that there will be no affect is ludicrous.

Finally, there appears to be a widespread community comments to opposition that has not been considered in the Initial Study or the Negative Declaration.

Kristin Belko

L. L. Bedolla  
Page Six  
March 15, 1990

It is certainly questionable as to whether this Initial Study and the resulting Negative Declaration are adequate and I would request an extension of time from the March 16, 1990 for an opportunity to study in more depth the supporting information on which the initial study relies. I also believe that additional work with regard to mitigation should be considered.

Very truly yours,



KRISTIN BELKO

KB:ms

C2:Cal-Trns.Lel



Response to: Ms. Kristin Belko  
Attorney at Law

Comment:

1. Refer to Chapter IV, Section C, Item 13 for a discussion of the impacts on the areas cultural resources and proposed mitigation measures.
2. There will be some impacts due to the proposed project, however, Caltrans believes them to be insignificant. A Negative Declaration (ND) does not indicate that there are no impacts; the ND indicates that the impacts are insignificant, or can be mitigated to a level of insignificance.

Bear in mind that the overall I-110 Transitway project (from north of the Santa Monica Freeway south to San Pedro) was approved in 1985. The purpose of preparing the Environmental Assessment (EA) circulated in 1990 was to: (1) Address the impacts of the revised design for the Northern Terminus, and determine if there were substantial changes in impacts compared to those of the preferred alternative selected in 1985; (2) inform the public of the proposed changes to the Transitway; and, (3) solicit public input. The impacts of the alternative recommended in the EA were within the same scope as those identified for the preferred alternative selected in the 1985 FEIS. (In terms of business and residential right-of-way takes, the impacts of the 1990 alternative were less than those required for the 1985 alternative.) Interestingly there was no widespread public opposition to the preferred alternative selected in the 1985 FEIS, even though the impacts are similar to the alternative recommended in 1990.

Because of local concerns Caltrans held an Open House/Public Input meeting at Saint Vincents School on May 3, 1990. As a result of public opposition expressed at the May 3, 1990 meeting and during the circulation of the environmental document, Caltrans revised the design of the Northern Terminus of the Transitway after extensive consultations with community representatives. The revised design, herein referred to as Alternative A (see Chapter II, Section A), was addressed in the Initial Study/Environmental Assessment circulated on May 28, 1991. At local request a formal Public Hearing was held on June 27, 1991 at the Orthopaedic Hospital.

Alternative A, now our preferred alternative, appears to be acceptable to the local community since the Transitway and HOV ramps were moved back to south of Adams Boulevard. The community is now satisfied that Alternative A would be far less intrusive than the alternatives recommended in the 1985 FEIS or 1990 EA.

3. Refer to Chapter IV, Section C, Item 6 for a discussion of air quality impacts.
4. Refer to Comment #1.
5. Refer to Comment #1.
6. Refer to Chapter II, Section A for a discussion of sidewalk widths and compensations for pedestrian traffic. Refer to Chapter IV, Section C, Item 10 for a discussion of traffic and pedestrian circulation impacts.
7. No businesses on Figueroa Street would be adversely affected by the Northerly Terminus project. Please refer to Caltrans' responses to Mr. Elie Dinur in Appendix B, Section B Public Hearing Comments, for a discussion of business related impacts.
8. Refer to Chapter IV, Section C, Item 15 for a discussion of related projects.
9. Alternative A would not feature HOV on- and off-ramps to 23rd Street. Refer to Chapter II, Section A for a discussion on measures to prevent HOVs from turning onto 23rd Street from Figueroa Street.
10. Refer to Chapter IV, Section C, Item 14 for a discussion of most probable detour lanes during construction.
11. Caltrans knows of no study regarding "baffles" reducing freeway noise. Refer to Chapter IV, Section C, Items 6 and 7 for a discussion of the proposals impacts on air quality and noise levels, respectively.
12. See Comment #1. Refer to Chapter IV where the projects impacts on cultural resources, community facilities, and other sensitive receptors are discussed.

SAINT VINCENT DE PAUL CHURCH

621 WEST ADAMS BOULEVARD  
LOS ANGELES, CALIFORNIA 90007  
(213) 749-8950

RECEIVED

JUL 9 1990

ENV. PLAN. DE.

June 28, 1990

Mr. Cleavon Govan  
Senior Environmental Planner  
Department of Transportation  
District 7, P.O. Box 2304  
Los Angeles, 90051

Dear Mr. Govan,

① A Coalition of representatives from Orthopaedic Hospital, St. John Episcopal Church, Twenty Third Street Neighbors and St. Vincent Church met today regarding the Northern Terminus for the HOV lane on the Harbor Freeway. As you know we have multiple concerns regarding the environmental, social and economic impact of this Cal Trans project.

It is our understanding that the Cal Trans revised plan recommendations will be available after July 15. Our coalition group would like to meet with Cal Trans *after* that report is published and *prior* to the August 22 Community Meeting at St. Vincent School Auditorium.

At our last Community Meeting on May 6, it was very difficult to accurately interpret the impact of the Northern Terminus by looking at the maps that were presented. Therefore, we would like to have a Three Dimensional Model that would include the existing structures- St. John and St. Vincent Churches, The Automobile Club and Orthopaedic Hospital in order that might have clearer understanding of the immediate impact on our institutions. We are asking that this 3D model be available for us at the meeting prior to August 22

If you have any questions or comments regarding our request, please contact me at 748-7285 or Richard McCarthy, Orthopaedic Hospital 742-1104. We will look forward to hearing from you as to the time and date of our next meeting.

Sincerely,



Sr. Diane Donoghue SSS

CC Richard McCarthy, Orthopaedic Hospital  
The Rev. W.R. Traynham, St. John Episcopal  
Rev. Dolores Osborne, Temple Baptist Church  
Larry Venema, Automobile Club of So. Calif.  
Patsy Carter, 23rd St. Neighbors

Lucille Roybal-Allard  
56th Assembly District

Gloria Molina  
1st Council District

Response to: Sr. Diane Donoghue  
Sisters of Social Service  
Saint Vincent De Paul Church

Comments:

1. For a discussion of the projects impacts on cultural resources and other sensitive receptors in the area refer to Chapter IV. Alternative A would be less of an imposition to the community than the alternative recommended in the environmental assessment circulated in 1990.

SAINT VINCENT DE PAUL CHURCH

621 WEST ADAMS BOULEVARD  
LOS ANGELES, CALIFORNIA 90007  
(213) 749-8950

March 9, 1990

RECEIVED  
MAR 12 1990

Mr. Cleavon Govan  
CALTRANS  
Environmental Planning Branch  
120 So. Spring St.  
Los Angeles, 90012 CA

Dear Mr. Govan,

I would like to formally request a public hearing for the 1-110 Northerly Terminus to Figueroa and Flower Streets.

① I am particularly concerned with the impact of this terminus on the apartment residents residing in the large apartment on 23rd and Flower Streets across from Orthopaedic Hospital.

② Also, there is concern regarding the access to our Church and School yards on Figueroa.

I would like to propose a meeting on Thursday, May 3 at 7:00p.m. in the St. Vincent School Auditorium. I would request that the presentation be in Spanish and English.

If you have any questions regarding this request, please contact me at my office, 748-7285.

Sincerely,



Sr. Diane Donoghue

Response to: Sr. Diane Donoghue  
Saint Vincent De Paul Church

Comments:

1. With the implementation of Alternative A there would be virtually no impacts on the apartment building at 2315 South Flower Street. A soundwall was recommended to be constructed on the west side of the building along the freeway right-of-way, due to high noise readings obtained there. However, the owner of the property voiced opposition to the wall at the June 27, 1991 Public Hearing, citing visual impairment. If he so request the soundwall will be deleted from the project.
2. Refer to Chapter II, Section A, for a discussion of driveway widening on Figueroa Street to ease access from the curb lanes.

# JEAN SARAH FROST

Mr. Cleavon Govan  
via FAX (213) 6204520  
May 11, 1990

Re: Harbor Freeway Transitway

Dear Mr. Govan and Cal Trans:

The initial study prepared by Cal Trans in reference to the Harbor Freeway Transitway Project makes erroneous conclusions as to the impact of this project on the Adams Normandie neighborhood. The Project Area Committee (PAC) consisting of elected homeowners, property owners, tenants, businesses and community organizations has overwhelmingly rejected this proposal as constituted.

Since we have been an active PAC since 1978, we are dismayed that not until 1989-1990 have we been informed about a project that goes through the Adams Normandie Project Area's eastern portion. Having been made aware of this project at this late date, we have the following concerns:

1. There will be significant effects on businesses residences, schools, public facilities, and neighborhoods. The premise that since not one brick of St. Vincent de Paul Church, the Stimson House, or St. John's is being taken there  
① is therefore no environmental impact does not consider the effect of removing portions of the sidewalk and its effect on the aesthetics and use of these properties.

There is no recognition in your study of the many Los Angeles Cultural monuments, the properties listed  
② as eligible in published studies, nor the historic neighborhood surrounding St. Vincent's Church.

2341 SCARFF ST. L.A. CALIF. 748-1656

③ 2. There will be an effect on historic properties. This would include Chester Place, Los Angeles Cultural monuments, pending historic districts, St. Johns, the Stimson House, the Automobile Club, and other properties. The potential effect of traffic on 23rd street going west to link with the Santa Monica Freeway, is not considered.

④ 3. There will be an impact of noise, air quality and circulation.

⑤ 4. Widening Figueroa will divide a neighborhood and make pedestrian traffic more difficult and dangerous. Figueroa is as wide as it should ever be. We do not need additional lanes of traffic skimming from downtown to the communities south of us, avoiding this neighborhood and its businesses. Since there are alternatives to widening, these should be explored immediately.

⑥ 5. Your studies pre-date the Watt Center Convention Center and California Plaza developments. Therefore your conclusions of "no impact" are based on faulty criteria.

⑦ 6. Our historic inner city neighborhoods should not bear the burden of traffic flow from downtown to areas south at the expense of the health, safety and livability of the inner city neighborhoods or its historic properties.

⑧ 7. Alternatives should be further explored. Other sites should be looked at for the terminus ( either further south or further north).

These are some of our concerns, and others were expressed at the open meeting on 5/3/90. We would be happy to meet with you and discuss options and look for solutions.

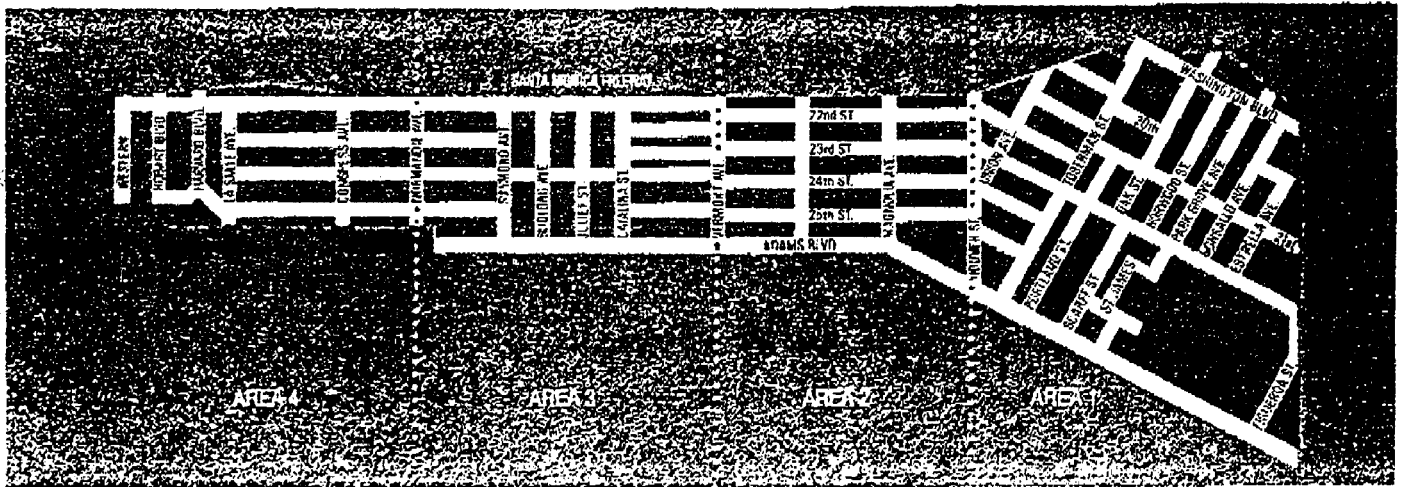
Very truly yours,

  
Jean Frost

PAC Chairperson

PAC list attached.





**ADAMS NORMANDIE 4321 REDEVELOPMENT PROJECT**  
 1115 West Adams Boulevard, Suite 204  
 Los Angeles, California 90007  
 Telephone: (213) 746-5620

**ADAMS NORMANDIE 4321  
 PROJECT AREA COMMITTEE MEMBERS**

**Executive Board**

Jean Frost, Chairperson  
 Harold Greenberg, Vice Chairman  
 Kristin Belko, Secretary-Treasurer  
 Harry Anderson, Assistant Secretary-Treasurer  
 Pete Zinelis, Member-At-Large

**Housing and Planning Subcommittee**

Harry Anderson, Chairperson

**Parks & Public Improvements Subcommittee**

Pete Zenelis, Chairperson

**Newsletter Subcommittee**

Katherine Adams

**Budget & Work Program Subcommittee**

Kristin Belko, Chairperson

**Vacant Lots & Neglected Properties Subcommittee**

Suzanne Henderson, Chairperson

**Ad Hoc Subcommittee on Seismic Cited Buildings**

Rafael Garcia, Interim Chairman

**Ad Hoc Subcommittee on Design Guidelines**

Kristin Belko, Chairperson

**Residential Owner Occupants**

Lucrecia S. Diaz (Area 1)  
 Jean Frost (Area 1)  
 Anahid Jewitt (Area 2)  
 J. Luis Cervantes (Area 2)  
 Katherine Adams (Area 3)  
 Marian Bone (Area 3)  
 Yolanda Billingsley (Area 4)  
 Harold Greenberg (Area 4)

**Absentee Owner**

Kristin Belko (Area 1)  
 Rafael Garcia (Area 2)

**Residential Tenants**

Sr. Dillecta Pierini (Area 1)  
 Mark Rice (At Large)  
 Gerry Clark (At Large)

**Business Owners/Tenants**

Sergio Gutman  
 Suzanne Henderson  
 Pete Zinelis  
 Dennis Harkavy

**Community Organization**

Harry Anderson  
 (West Adams Heritage Association)  
  
 Art Curtis  
 (North University Park Community Association)  
  
 Antonio Ayala  
 (Southwest Los Angeles Chamber of Commerce)

**ACKNOWLEDGEMENTS:** Lucrecia Diaz—Assistance with Spanish Translation. Newsletter Subcommittee—Katherine Adams (Chairperson), Jim Childs, Art Curtis, Jean Frost and Jesse Sanders.

Meetings of the Project Area Committee are held on the third Thursday of each month, at the Adams Normandie site office, 1115 W. Adams Boulevard, Los Angeles, California. Community members are encouraged to attend.

Response to: Ms. Jean Sarah Frost  
PAC Chairperson

Comments:

1. Refer to Chapter IV where impacts are addressed.
2. Refer to Chapter III, Section D. Also refer to Chapter IV, Section C, Item 13.
3. Refer to Comment #2. Refer to Chapter II, Section A for a discussion of methods to prevent HOVs from turning onto 23rd Street.
4. Refer to Chapter IV, Section C, Items 6, 7, and 10, respectively.
5. Refer to Chapter II, Section A, for a discussion on ways to accommodate pedestrians crossing a widened Figueroa Street. Refer to Chapter IV, Section C, Item 10 for a discussion of pedestrian volumes in the project vicinity.

Caltrans does not agree that widening Figueroa Street by 15 feet would of itself divide the neighborhood. Figueroa Street at its existing width would be sufficient to have already divided the neighborhood. But we don't believe that there is a real issue of neighborhood division to begin with. The neighborhood west of Figueroa Street, roughly within a block on both sides of 23rd Street, is very different from the neighborhood to the east of Figueroa Street. To the west we have a neighborhood dominated by religious and educational institutions and a residential community, many of which are of National Register quality; to the east is a neighborhood dominated by commercial buildings, a junior college, and a major health facility.

The apartment building at 2315 South Flower Street is the only residential area of note to the east of Figueroa Street. But in any case pedestrian and vehicular access between both sides of Figueroa Street would not be impaired by its widening. For example, residents of the apartment building, who are parishioners at Saint Vincent De Paul Church, would still be able to walk back and forth to church in much the same manner as they do now.

The widening of Figueroa Street and the Los Angeles Department Transportation's Traffic System Management (TSM) plan (see Chapter II, Section A) is the city's effort to insure future traffic handling capacity and efficient vehicular circulation within a growing region. These efforts are not intended to work a hardship on your community. Refer to Chapter IV, Section C, Item 10 for a discussion of traffic circulation impacts in the Northern Terminus vicinity.

6. Refer to Chapter IV, Section C, Item 15 for a discussion of cumulative impacts.
7. Refer to Comment #5.
8. Refer to Chapter II where numerous alternatives for the Northern Terminus proposal are discussed extensively.

# A D H O C

ADAMS DOCKWEILER HERITAGE ORGANIZING COMMITTEE  
A Neighborhood Organization P.O. Box ~~187471~~ Los Angeles California 90007  
151031

5/11/90

Cal Trans  
District 7, P.O. Box 2304  
L.A., Ca. 90051  
via FAX: 620-4520  
att: Mr. Govans

Gentlemen:

A.D.H.O.C. is the leading historical research and neighborhood study group involved in the historic, cultural and architectural resources in the area loosely bounded by Adams Boulevard, Washington Boulevard, Hoover and Figueroa. 23rd Street runs through the heart of this area, and the proposed Harbor Freeway Transitway will affect this neighborhood.

Your "initial study and checklist" ignores all of the current research and documentation, as well as the resources supplied by many Los Angeles Cultural monuments. How Cal Trans could have <sup>①</sup> neglected to contact A.D.H.O.C., is very surprising. The efforts of this group have been ongoing since 1987, and we would be happy to assist you with information so that a proper initial study can be generated.

We disagree with both the basis for your study and also with the <sup>②</sup> conclusions you reach. There will be environmental impacts to historic buildings, ambience, residences, businesses, schools, hospitals, traffic circulation, noise, light and air.

We would be available to furnish additional comment.

Yours Truly,

*Jim Childs*  
Jim Childs

A.D.H.O.C.

Response to: Mr. Jim Childs  
Adams Dockweiler Heritage Organizing  
Committee (ADHOC)

Comment:

1. Refer to Chapter III, Section D, for a documentation of cultural resources in the area.

We regret that ADHOC was not contacted sooner regarding this proposal. The issue of notification often comes up when public agencies circulate environmental documents for proposed actions. To insure as wide a notification as possible Caltrans advertises the availability of environmental documents in a wide range of newspapers, and this fulfills our legal requirements. However, somehow interested parties for one reason or another fail to be notified. But since ADHOC is now on our distribution list you will always be notified of this project in the future.

For a discussion of this issue from another perspective please refer to Appendix B, Section A (Written Comments), Caltrans' responses to Mr. Robert I. Gluckstein. See our Comment #1.

2. Refer to Chapter IV where environmental impacts on sensitive receptors and mitigation measures are discussed.

LATHAM & WATKINS

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September 5, 1990

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SEATTLE, WASHINGTON 98101

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BY MESSENGER

Jerry Baxter, Director  
CalTrans, District 7  
120 South Spring Street  
Los Angeles, CA 90012

RE: Our Client: Orthopaedic Hospital  
2400 South Flower Street, Los Angeles  
Your Project No. 7-1A-110 P.M. 25.94  
State Clearing House No. 90010137

Dear Mr. Baxter:

We have been informed by the State Clearing House that the above number has been assigned to the Negative Declaration contemplated for the I-110 Transitway Northerly Terminus to Figueroa Street and Flower Street project.

According to the State Clearing House staff, this project was received at the State Clearing House on February 8, 1990, and the review period ended on March 12, 1990.

Our office previously wrote to Mr. Cleavon Gowan of your environmental planning division requesting written notification once the matter was submitted to the State for review. He has orally informed us that CalTrans is still in the process of responding to comments received for a proposed negative declaration and has not yet issued any environmental determination for the project.

Please confirm in writing to our office that CalTrans has not yet issued any environmental determination or proposed clearance for this project, and that once a determination or clearance is proposed, that you will notify our office in writing immediately.

cc 9-6  
cc 9-6  
[Faded routing slip with lines and illegible text]

Jerry Baxter, Director  
September 6, 1990  
Page 2

Further, please assure our office in writing that you will not proceed further with the above State Clearing House numbered project without notifying our office.

I look forward to receiving your letter shortly. Thank you.

Very truly yours,

Barbara W. Lansberg  
Senior Planning Analyst

cc: H. Randall Stoke, Esq.  
Jerrold Fadem, Esq.  
Michael Pfaff, Foundation President

Response to: Ms. Barbara W. Lansberg  
Senior Planning Analyst  
Latham and Watkins

Comment:

1. The State Clearinghouse was referring to the first environmental assessment for the Northern Terminus proposal that was publicly circulated during the period February 8, 1990 thru March 12, 1990. A second environmental assessment was prepared and circulated during the period May 28, 1991 thru July 12, 1991; a Public Hearing was held on June 27, 1991 at the Orthopaedic Hospital.

A Notice of Determination (NOD) is not filed with the State Clearinghouse until after a "final" environmental assessment is prepared (wherein all comments received on the past environment assessments are addressed) and approved.

Also, at your request, you were sent a written explanation of this matter from Ron Kosinski, Chief of Caltrans' Environmental Planning Branch, on September 14, 1990.



RECEIVED

MAY 14 1990

LATHAM & WATKINS

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FAX (714) 755-6290

May 9, 1990

Mr. Cleavon Govan  
Senior Environmental Planner  
California Department of Transportation  
120 South Spring Street  
Los Angeles, CA 90012

Re: I-110 Transitway Northerly Terminus to  
Figueroa Street and Flower Street  
Your Reference: 7-LA-110 PM 20.94  
07221-110331

Dear Mr. Govan:

This letter is written on behalf of our client, the Los Angeles Orthopaedic Hospital, which will suffer the most of any property owner as a result of the above described project, which is partially described in an Initial Study Environmental Assessment of the State of California Department of Transportation, signed by Mr. L. L. Bedolla on November 30, 1989.

The initial study is not only vague but it misrepresents both the project and the impacts.

① Representatives of the Hospital attempted to provide testimony at a hearing held May 3, 1990, at the St. Vincent de Paul School in Los Angeles. Our testimony was cut off and it was necessary for us to complete our testimony into a recorder of our own, at the parking lot outside. Of greater concern and alarm was the announcement by an official of CalTrans, acting on behalf of George Hayakawa who was the presiding CalTrans official, that the purpose and intention of CalTrans in undertaking the above described project is to save and preserve an apartment building many years of age and of questionable structural health. Such a purpose, of course, is noble and laudatory, however, the spokesman for CalTrans could have more accurately described the purpose of CalTrans as a project to severely disrupt the Orthopaedic Hospital for many years, and permanently, in

Mr. Cleavon Govan  
May 9, 1990  
Page 2

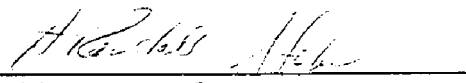
providing health care services. The project as proposed will substantially damage and interfere with the operation of the Hospital. The initial study ignores the Hospital and the impacts upon it and its operation. Also, a portion of the light rail system will be built as a part of the project. A description of that system, its affect and alternatives, is totally missing from the Initial Study.

② We request that the Initial Study be scrapped as totally deficient and that the Department prepare, as it should, an entirely new, full and objective environmental report. Such a report with a proper description of the total project and the impacts thereof could then be assessed not only by the affected property owners but by the public in general.

The value of the Hospital to the Los Angeles suburban area and the services that it provides to the needy and minorities are well known to all except those who prepared the Initial Study. It is the obligation of the Department of Transportation to prepare a proper report. It is not the obligation of those who will suffer to guess at the impacts. We respectfully request that the Department comply fully with the Law.

Respectfully submitted,

LATHAM & WATKINS

By   
Attorneys for  
Los Angeles Orthopaedic  
Hospital Foundation

cc: Mr. Jerry B. Baxter  
Councilman Gilbert Lindsay  
Councilman Nate Holden  
Mr. Michael J. Pfaff  
Mr. Richard D. McCarthy

Response to: Mr. H. Randall Stoke, Attorney  
Latham and Watkins

Comments:

1. Since the May 3, 1990 meeting the design configuration of the I-110 Transitway, in the Northern Terminus vicinity, has been revised. Alternative A, featuring a Transitway and HOV on- and off-ramp structures south of Adams Boulevard, is now the preferred alternative and is more acceptable to the Orthopaedic Hospital and surrounding community.
2. A second environmental assessment addressing changes to the Northern Terminus was circulated during the period of May 28, 1991 thru July 12, 1991. And a formal Public Hearing was held on June 27, 1991.

# LATHAM & WATKINS

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May 7, 1990

Mr. Cleavon Govan  
Senior Environmental Planner  
California Department of Transportation  
120 South Spring Street  
Los Angeles, California 90012

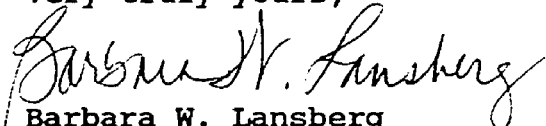
Re: I-110 Transitway Northerly Terminus to  
Figueroa Street and Flower Street  
Your Reference: 7-LA-110 PM 20.94  
07221-110331

Dear Mr. Govan:

① Pursuant to my telephone conversation with you on April 30, 1990, this letter will confirm that you are adding my name to the private organizations and individuals list for receipt of a copy of the proposed environmental clearance for the above project once it is complete. Additionally, I would also be interested in ascertaining the exact date on which you submit this matter to the State Clearinghouse. For your convenience, I enclose two self-addressed, stamped envelopes for your use in notifying me.

If you have any questions, please feel free to contact me at (213) 891-8193.

Very truly yours,



Barbara W. Lansberg  
Senior Planning Analyst

Enclosures

cc: H. Randall Stoke, Esq.  
Jerrold A. Fadem, Esq.

Response to: Ms. Barbara W. Lansberg  
Senior Planning Analyst  
Latham and Watkins

Comments:

1. Your name has been added to the distribution list of environmental documents prepared for the Northern Terminus proposal. You will be notified when environmental documents related to this proposal are submitted to the State Clearinghouse.

RECEIVED

MAR 19 1990

LATHAM & WATKINS

ATTORNEYS AT LAW

633 WEST FIFTH STREET, SUITE 4000  
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CABLE ADDRESS LATHWAT

March 15, 1990

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FOR FILED

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CALTRANS  
Environmental Planning Branch  
120 S. Spring Street  
Los Angeles, CA 90012

Attention: Mr. J. C. Bingham

In re: The 1-110 northerly Terminus to Figueroa  
Street and Flower Street for buses and  
carpools in the city of Los Angeles.

Gentlemen:

This letter is written on behalf of our client,  
Orthopaedic Hospital and the Los Angeles Orthopaedic  
Foundation, owner of the property at 2400 So. Flower  
Street, Los Angeles, which is devoted to Orthopaedic  
Hospital. The notice given for the above proceeding shows a  
proposed taking of a portion of the Foundation's property.

Please be advised that the project proposed is  
unnecessary to serve your purposes; further, that the  
project proposed will substantially interfere with the  
operation of the hospital and the ability of the hospital to  
provide needed health services. On behalf of our client we  
object to the taking proposed and the project in general.

LATHAM & WATKINS

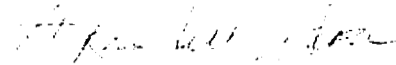
CALTRANS

March 15, 1990

Page 2

Our client has endeavored to communicate with your designated representative but has received no response. Please have someone with knowledge and authority contact the writer at (213) 485-1234. Thank you.

Very truly yours,



H. Randall Stoke  
of LATHAM & WATKINS

cc: Mr. Michael J. Pfaff, President  
Los Angeles Orthopaedic Foundation  
James V. Luck, Jr., M.D., President  
Orthopaedic Foundation  
Councilman Gilbert W. Lindsay  
Councilman Nate Holden  
Supervisor Kenneth Hahn  
Assemblywoman Maxine Waters

Response to : Mr. H. Randall Stoke, Attorney  
Latham and Watkins

Comments:

1. Alternative A, the preferred alternative, would not require any property takes from the Orthopaedic Hospital Because Alternative A features a Transitway and HOV ramp structures south of Adams Boulevard the impacts that you mention would not occur.



February, 26, 1990

Men:

You may draw Mr. Bingham's attention and Mr. Don Dove to this fact belonging!

Caltrans' Rosecrans park-and-ride 110 sector can verily be modified, accumulatively and usefully, as a multi-modal facility as well as the Artesia Boulevard 91 facility. Two facilities are better than one!

Put the public some lightrail from Rosecrans and Figueroa east side going south along a modifiable branch line of S.P.T.C, yes, <sup>①</sup> Rosecrans to Pacific Coast Highway to let some transfer be offered to the South Coast Line LACTC is studying! Isn't this less cost than lightrail on 110 south of 91?

You must relate to people who cannot afford a private vehicle? <sup>②</sup> Everyone who uses the busway can't drive nor will rideshare to the busway! This is better for Gardena, Torrance, South Bay, Harbor City and Lomita for traffic management.

Then when the South Coast line is built, Wilmington, Long Beach and Carson, maybe Signal Hill also will benefit in housing and land use development.

Have you all viewed Boston's Mass Transit map or been there to  
③ view - they have three different rail modes running near parallel to each other: AMTRAK, Commuter rail "AND" heavy rail side by side.

④ There was a recorded--in print--mentioning that CalTrans could

⑤ build a lightrail line from west downtown Los Angeles into or through Central City! Rather, why don't you build the rail linked to 110 busway! You offset impacts at Rosecrans, at an expandable site rather than only connect the 91 end of the busway to it, allowing two 110 stations south of 105 to balance out the effect in relation to population, which support the busway! It may also be a compliment if more than a supplement to both downtown development and transit expansion.

⑥ One thing about buses interiors - are not widely built to accommodate crush loading nor passengers who carry things with them. The lightrail cars in Baltimore County so planned are larger than those Sumitomo Corp. is handling for L.A.C.T.C.

Thank you! I work at 731 South Spring. Mr. Dove has my number

there and home.

⑦ You don't find lightrail at the end of the present El Monte Busway (El Monte) nor its planned extension if there will be another! Put a rail service short line in between Rosecrans and Paific Coast Highway if not the City of San Pedro, Caltrans! It's optional to begin farther north of Rosecrans point maybe El Segundo at Athens Park.

Thank You.

STEFAN REED

2918 South Burnside Avenue

Los Angeles, CA 90016

Response to: Mr. Stefan Reed (2-26-90)

Comments:

1. Light rail transit (LRT) is under the auspices of the LACTC. At this time Caltrans is unaware of the LACTC desiring to put LRT in the I-110 corridor south of Route 91. At present the Metro Blue Line operates between Long Beach and the LACBD. The Metro Green Line will operate in the I-105 (Glen Anderson) Freeway Corridor upon freeway completion.
2. Upon completion of the Harbor Freeway Transitway the RTD plans to implement line haul operations between San Pedro and the LACBD. Existing bus lines that provide express service between the South Bay area and the LACBD will be deleted or serve only as feeder lines to transit stations. Other bus routes within a half mile of a transit station will also be rerouted to serve as feeder lines to their respective transit stations.

With the implementation of such a feeder line system more transit dependent individuals would have better access to bus service along the Transitway. Also with such a convenient system more people would be encouraged to use mass transit rather than drive their automobiles.

3. The SCAG region will soon have an integrated rail system comparable to what you have observed in Boston. LRT is already underway, with one line already in full operation. Heavy Rail Transit (HRT), Metro Red Line, is under construction. Commuter rail lines to Simi Valley, Santa Clarita Valley, San Bernardino, and Santa Ana and Riverside are under development. And AMTRAK is already in operation.
4. Caltrans does not intend to extend the I-110 Transitway north from Adams Boulevard to the LACBD. However, at some future date the city of Los Angeles may want to extend the Transitway as part of the Central City West development proposal. Refer to Appendix B, Section A (written comments), Caltrans' response to Mr. Robert K. Break where this issue is discussed at length. See our Comment #10.
5. Again the LACTC has no plans at this time to utilize the I-110 Corridor as an LRT line. The separate transit guideway now under construction would be convertible to rail use, but there are no plans to use it for other than buses and HOVs. Refer to Comment #2 where line haul operations along the Transitway and feeder lines are discussed. These features would serve to provide better mass transit access to more commuters all along the I-110 Corridor. And please

note that there will be 9 transit stations, not merely the two at Artesia Boulevard and Rosecrans Avenue as you seem to imply.

6. The selection of buses rest solely with the SCRTD.
7. The LACTC does not plan to utilize the El Monte Busway as an LRT line.

However, there are plans to utilize the I-10 Transportation Corridor for commuter rail to San Bernardino. Caltrans has plans to extend the exclusive Bus/HOV lane in the I-10 corridor in the near future.

February 28, 1990

CALTRANS:

J.C. Bingham

① The plan for the Figueroa-Flower-Adams Terminus is strategic in location. The thing of extending the busway under a realignment of Bixel incidently is another phase!

② The thing about Adams and 23rd Street area for parking is acquisition of/and to allow parking! DASH, CalTrans,) RTD and LACTC could with City Department of Transportation, Los Angeles join in policy of application for enough and to not only allow parking for transportation publicly, add to it consolidation of parking for: Los Angeles Trade Technical College which needs expansion. The Orthopedic Hospital parking which also needs expansion of employment facilities, Automobile Club patron and employee parking, faculty parking for that Catholic School, parking for employees and parking of the Los Angeles County Social Services building at Adams and Grand, all of which parking can be of relocation so much with area consolidation.

Caltrans, possibly a police sub-station even joint police

participation, can be included in this parking and development corrective needed to maximize and use /and more consolidate surface traffic flow!

You must think of the possibilities for this slightly offset, but mutual parking possibility, otherwise, it will with near future downtown-south development along Figueroa, Flower and Grand, be lessened in purposeful value and aesthetics!

The lightrail line from Exposition is coming that way possibly turning onto Grand Avenue. The Blue Line, Grand Avenue Station, can also benefit with the carpool, ridesharing parking!

Otherwise it will cost more in other ways because the parking is not consolidated! The Dr. Claude Hudson Center --- also be included in this relocation and consolidation of parking, CalTrans! Otherwise the State is not helping.

③ Many people cannot otherwise exit at Adams/Figueroa/Flower. They don't exit there. This is a place to redistribute travel. I don't know if any other will share that with you!

④ Some Convention Center parking could be here also. Some Exposition parking for even ? --- can be here when other parking for facilities is non-applicable, when Trade Tech or Automobile Club parking or The County Building parking and hospital parking is not applicable, but for fees!

You really should get with CRA and LACTC on this! You should meet with the said business people on this immediate to the area since land development is coming this way south of Pico, too!

CalTrans I cannot attend public meetings - this even with air rights for parking exercised would allow and use space in -- you can share authority on this and it would not leave others out. By taking away the immediate parking facilities in the area and allowing their relevant consolidation you provide orderly or coordinably relevant impact.

It is possible that you can notify CCA, CRA, the Downtown Strategic Committee, the Downtown 2000 Committee, Police authorities, Supervisor Hahn, Council of the City of Los Angeles, LATTC, and the City Department of Transportation, LACTC, RTD, Commuter Express! Is that sufficient?

⑤ Why won't you recess the 110 freeway between 30th Street and 41st? That would allow one or two freeway lanes without touching the 110 surface, thereby, with the busway/carpool/areas! That's adding lane space use in allowing extra road space, too! It can be included, too!

⑥ Why don't you let off-ramps extend from the busway northbound to descend onto: Hill Street, Broadway, Grand Avenue, all at King Boulevard - northside from it connected from 110 busway north. That will expand and adequately distribute bus travel and carpool



travel without burdening the Adams/Figueroa/23rd/Flower area!

That is better for downtown!

- ⑦ A new ramp could connect from Santa Monica Freeway west and eastbound onto busway and carpool 110 southbound.
- ⑧ This is not an affair to be cheap or limited in scope concerning implementation, Caltrans, even if it means phasing into the busway carpool project.
- ⑨ You would have more of a project still if USC were expanded eastside/ 110 between King and 30th Streets!  
Caltrans I thank you in your honorable attentiveness! I was once earthborn here in Los Angeles! I should know!
- ⑩ Too bad the busway can't extend in part to the 5 and 110 or 5 and 2 from 5 and 110. For the Adams, Figueroa, 23rd, Flower Street Terminus, Caltrans, acquire land from between Figueroa and Flower north of 30th St. instill more one-way streeting, acquire between Figueroa and 110 north of 23rd Street to Washington! Also you'll need and possibly between Flower and Figueroa north of Adams - 23rd point.

11

Pedestrian ramps could connect the parking with Automobile Club, Orthopedic Hospital, the Social Services building, the school Claude Hudson Center. The State would get revenue! In turn Los Angeles City would get money for development rights for density exercising.

Response to: Mr. Stefan Reed (2-28-90)

Comments:

1. Refer to Appendix B, Part A (Written Comments), Caltrans' Comments to Mr. Robert K. Break where the issue of a possible future extension of the I-110 Transitway is discussed at length. See our Comment #10.
2. You raise an interesting subject - consolidation of parking in an area; in this case the vicinity of the Northern Terminus. Your idea appears to be a joint use arrangement of all parking facilities in the area. It appears that you would have such diverse interest groups as transit patrons, Orthopaedic Hospital, Saint Vincents School, the Automobile Club of Southern California, Los Angeles County Department of Social Services, and Trade Technical College to share parking facilities held in common. You speak of the need for many of these interest groups to expand existing facilities and consolidation would facilitate the land acquisitions necessary for such expansions.

Caltrans, however, has no plans to provide a Park-and-Ride lot facility or a transit station in the Northern Terminus vicinity. Therefore, we have no provisions in this proposal to acquire land for parking expansion, or to take the lead in working with the disparate interest groups to consolidate parking facilities.

But to address the concept of consolidation in the Northern Terminus vicinity, Caltrans would like to present the following general observations.

- o To attain parking consolidation there would first have to be common ownership of all parking space (or if not ownership some form of deed restriction or granting of easements). This ownership would almost certainly have to be public, which would require some type of joint powers agreement between Caltrans, LADOT, LACTC, SCRTD, and Los Angeles County.
- o The joint powers entity would have to purchase all existing privately owned parking areas and additional right-of-way for future expansion. Such an undertaking would be very costly and would require the preparation of environmental documents, the holding of public hearings, etc.

- o Such a consolidation would not be popular and consequently politically undesirable. The main reason for this conclusion is that parking requirements vary depending on the type of activity served. In some cases these requirements conflict and are almost mutually exclusive. For example, transit parking requires all day parking, while Auto Club parking calls for temporary in and out parking. In the case of Saint Vincents School it would be unsafe to allow transient or business parking on a school lot.
  - o Parking space in the Los Angeles region is at a premium, and any efforts to curtail an establishment's exclusive use of its parking facilities would be met with a negative response. Elected officials and community leaders would not support such efforts.
3. It is estimated that less than 10% of the total number of buses and HOVs entering and exiting the Transitway would do so at the Northern Terminus. It was never intended for this area to be a major distribution point for HOVs.
  4. Refer to Comment #2. Caltrans has no intention of providing Convention Center or Exposition parking in the Northern Terminus vicinity. Such provisions are beyond the scope of this project.
  5. It is not practical to depress an already elevated freeway section below grade. The costs, utility relocations, construction staging, traffic handling, etc. would be beyond what is considered prudent and feasible. To accommodate the exclusive HOV lanes, on-line transit station, southbound on and northbound off-ramps from/to the Transitway at 39th Street, relocation of existing freeway on/off-ramps, etc. the freeway will have to be widened in the area between 30th and 41st Streets.
  6. Early in the planning stage for the I-110 Transitway the FHWA, Caltrans, the RTD, LADOT, and the LACTC agreed on the general locations for transit stations, park-and-ride lots, and Transitway access points. And these general locations were approved in the 1985 FEIS. There are no plans to change these general locations unless there are extraordinary circumstances.

The Adams/Figueroa/23rd/Flower area is not expected to be overburdened. Refer to Comment #3. Also refer to Appendix B, Part A (Written Comments), Caltrans' responses to Mr. Stephen T. Parry of the SCRTD. See our Comment #5 where traffic volumes projections are discussed.

7. Ideas similar to yours were incorporated into the design of Alternative D, see Chapter II. The reasons for abandoning Alternative D are explained in Chapter II, Section D.
8. Refer to Comments #2, 5, and 7.
9. U.S.C. does have plans to expand to the east side of I-110. For example refer to Chapter IV, Section C, Item 15 for a discussion of the proposed U.S.C. Parking Center. But what U.S.C. does has little to do with any plans that Caltrans has, except some coordination activities. Likewise, Caltrans has no authority over any expansion plans that U.S.C. may have. It is worth noting that in general Caltrans and U.S.C. have a good relationship. There have been many meetings between the two regarding coordinating the Transitway project and University building programs.
10. Regarding busway extension please refer to Comment #1. Right-of-way acquisition problems have been discussed in Comment #2. The installation of one-way streets is up to LADOT. Flower and Figueroa Streets will both be essentially one-way arterials between Washington Boulevard and where the two streets meet near Exposition Boulevard.
11. Caltrans has no plans to consolidate parking facilities in the Northern Terminus vicinity, so the concept of providing pedestrian ramps from lot to lot is moot. It should be noted that such a plan would result in a maze of pedestrian ramps in the vicinity of the Northern Terminus criss-crossing the Harbor Freeway and everywhere.

Section B. Open House/Public Input Meeting Comments

Many individuals and representatives of organizations gave substantive testimony at the May 3, 1990 Open House/Public Input Meeting. Many of these individuals and representatives also submitted written comments. The responses are contained in Section A, Written Comments. Both Caltrans and the City of Los Angeles Department of Transportation (LADOT) had representatives on hand to respond to verbal testimony. A running account of public statements and questions, and Caltrans LADOT responses, given at the meeting is presented here in summary fashion.

Statements and Questions Received at the Open House  
Public Input Meeting

SR. SEAN PATRICE

Mt. St. Mary's College

Statement: There will be a significant impact from the Twenty Third Street traffic on the academic community of Mt. St. Mary's College - that is - faculty, students, participants in the many workshops, exhibits, celebrations. That impact will be negative to the learning atmosphere and progress of our Liberal Arts Institution. We are the fourth school affected by the proposed traffic pattern.

Caltrans: The design of the proposed project will be changing and these questions will be addressed in the Initial Study/Environmental Assessment.

FORSBERG and MORATYA MEASL

St. Vincents Church

Statement:

1. Signal needed at island 100' south of 23rd Street.
2. Crossing needed at Adams and Figueroa and 23rd and Figueroa.
3. Signal needed at St. Mary's.
4. People in Orthopaedic Hospital like to see children at play. Structure will block view.
5. Parking on Figueroa must be kept.
6. Debris from structure will fall on pedestrians and traffic below.
7. Cars will be closer to historical structures. Danger of hit.
8. Noise wall needed on structure.
9. Loud construction during day will affect school, and at night - hospital.

Caltrans: The design of the proposed project will be changing and these questions will be addressed in the Initial Study/Environmental Assessment.

JIM CHILDS

AD HOC

Questions: Am I correct in saying that Figueroa is being widened to facilitate Felix Chevrolet and the Auto Club and to permanently create a corridor from USC/Coliseum to the Central Business District (CBD) of HOV and DASH?

Caltrans: Figueroa is not being widened for local businesses, however, the contra-flow lanes are being established with local businesses in mind.

JIM CHILDS

AD HOC

Questions: Why wasn't the Project Area Committee informed in 1985?

Caltrans: The draft EIR/EIS was made available in 1982 and the final was completed in 1985. Both the draft and the final documents availability was advertised in several newspapers.

JIM CHILDS

AD HOC

Question: Why have you ignored the impact on Historic properties in the area?

Caltrans: We have not ignored the historical properties in the area, they were addressed in the 1985 EIR/EIS and also in the Draft Initial Study/Environmental Assessment we are discussing tonight. In both cases the State Historical Preservation Officer (SHPO) concurred with Caltrans evaluation of No Impact.



JIM CHILDS

AD HOC

Question: Why not let Figueroa Street be one-way only?

City of LA: We had originally planned to have Figueroa Street one-way, completely one way northbound, but some of the businesses in the area complained that they would lose business. Namely Felix Chevrolet. One-way was not a final solution because we took into account the needs and desires of the community.

JIM CHILDS

AD HOC

Question: Why widen Figueroa Street when you can simply cone one-way traffic during rush hour?

City of LA: The concept of contra-flow is a viable concept. Temporarily, that's not a bad idea, but we're looking for a permanent solution that is good for the community.

JIM CHILDS

AD HOC

Question: If HOV's ending at 23rd can't turn left on 23rd - Why can't they simply go around the block?

City of LA: We do not believe drivers will go so far out of their way.

JIM CHILDS

AD HOC

Question: Why not end the widening of Figueroa at 30th Street and cone one-way traffic at Adams and 23rd?

City of LA: Please see answer to one of your previous questions.

JOHN WELSH

No on Prop 111

Question: Isn't it true that if Prop 111, the gas tax hike, fails you may have to scale down this Boondoggle project for lack of tax dollars?

Caltrans: No. (Proposition 111 was passed by the voters on May 5, 1990.)

JOHN WALSH

No on Prop 111

Question: What would an earthquake the same magnitude or greater than the earthquake that destroyed the Nimitz Freeway do to your useless and elevated busways on the Harbor Freeway?

Caltrans: The Northern Terminus design has been reviewed by a Blue Ribbon committee composed of three College Professors and three Consultant Firms. They recommended some minor changes. Their conclusion was that the State's engineering would allow the structures to sustain a very substantial earthquake.

JOHN WALSH

No on Prop 111

Question: Is it not true that virtually all of Caltrans' plans to add new freeway lanes in Southern California involves Diamond Lanes only? Who asked you for Diamond Lanes? Did Diamond Lanes win a popularity contest?

Caltrans: We look at a transportation corridor in its entirety and try to move as many people and goods within that corridor as we can. It is one of the basic concepts of the Harbor Freeway, and this is why we need to switch to a high occupancy vehicle in this corridor.

JOHN WALSH

No on Prop 111

Question: In order to mitigate the negative impacts of increased traffic on Figueroa Street, caused by the Harbor Freeway Transitway Project, will Caltrans set aside funds to provide for a school crossing guard at St. Vincent De Paul School to insure the lives and safety of the school children?

City of LA: Caltrans will not set aside any funds. The City of Los Angeles Department of Transportation is in charge of the Crossing Guards Program. It is unknown at this time if St. Vincent De Paul qualifies for such currently or in the future.

JEAN FROST

Adams/Normandie 4321 PAC

Question: Since the area of the terminus is in the Adams/Normandie PAC area, can you explain there has been no PAC review until two months ago?

Caltrans: The primary reason there was no PAC review until two months ago - because that is when we started the Public Hearing process and the circulation of the Draft Environmental document.

JEAN FROST

Adams/Normandie 4321 PAC

Question: What is 36 CFR 800.7?

Caltrans: 36 CFR 800.7 means Volume 36 of the Code of Federal Regulations Section 800 and it is the code of regulation that the Advisory Council on Historic Preservation goes by when reviewing Historic Properties under Section 106 of the National Historic Preservation Act.

JEAN FROST

Adams/Normandie 4321 PAC

Question: How can you separate this Environmental Document from the proposed linkage with Central City West? Did your EIS take into consideration Watt Center/Convention Center and California Plaza?

Caltrans: The whole purpose of this traffic improvement project is to anticipate development in the future.

GERRY CLARK

PAC

Question: What has been planned to protect school children, particularly, the retarded and handicapped children at Lanterman School on 23rd Street?

City of LA: Transit traffic will not be able to turn left or right on 23rd Street - signing will be placed to prohibit any turns.

SERGIO GUTMAN

Homeowner:

Question: Is it more important to Caltrans, the AAA of Southern California than the health and safe care of these community?

Caltrans: The main objective of this project is the safe movement and passage of goods, people and services. Caltrans is trying to create a safer situation than already exists by making a safe and efficient transportation system here.

SERGIO GUTMAN

Homeowner

Question: What are you going to do when you widen the Figueroa Street? Will it go back to the actual size?

City of LA: The answer is no, we will probably not restore Figueroa to its original configuration. If we have ample capacity we will be able to provide on-street parking during the entire day.

RUEBEN McDOWELL

Homeowner

Question: Why is the location of the off-ramp needed at 23rd Street? With a large number of businesses for sale along Figueroa, it would seem more logical to acquire such position, move the ramp closer to Washington Boulevard and thus keep the neighborhood intact. What studies on noise transmission can you cite that verifies an elevated ramp does not transmit more noise to the neighborhood? If traffic patterns are not projected to change along 23rd Street, are you willing to provide current traffic statistics that can be compared after the project, and willing to compensate residents of 23rd Street if traffic does increase? If the residential nature of the area does change?

City of LA: The answer to the first questions is: We do not have an answer as to why people are selling or businesses are selling along Figueroa Street. The second question is, why don't we extend the project to Washington? Extending the project to Washington would make it too close to the interchange with the Santa Monica Freeway.

Current traffic can be compared with future traffic after completion of the proposed project. There is no device that allows for financial compensation if the proposed project changes the residential nature of 23rd Street, however, if there is a traffic problem resulting from the proposed Northern Terminus; a number of adjustments can be made to discourage Transitway vehicles from using 23rd Street, striping, signing, and enforcement activities are viable methods to obtain the end result of not increasing traffic on 23rd Street because of the Transitway.

ART CURTIS

Question: Have alternative forms of relief of traffic on Figueroa Street such as, the "DASH bus" been considered or seriously planned as an alternative to widening? How far along is this idea?

City of LA: The consideration of using DASH to serve the U.S.C. and Coliseum area is seriously being considered, not as a substitute per se for the Harbor Freeway Transitway, but to enhance activities of the U.S.C./Coliseum area with the Central Business District.

JOSE URENA

St. Vincent School

Statement: As a member of St. Vincent School, I oppose the changes of Figueroa Street circulation of the traffic. With your plan it will be impossible to get in and out of our church parking lot.

City of LA: Your comments will be taken into consideration when the City of Los Angeles completes the circulation plan for the proposed project.

MICHAEL PFAFF

Orthopaedic Hospital

Question: We have given testimony and have been cut off. We have finished the tape as requested outside of the building.

How do I get assurance that our tape and Exhibits "A" through "N" will be included in the public record?

Who do I give the tape and these documents to?

Caltrans: The Court Reporter will receive the tape referred to by Michael Pfaff of Orthopaedic Hospital and it will be incorporated into the official transcript of the Open House.

SR. DIANE DONOGHUE

St. Vincent Church

Question:

1. Are there any plans for soundwalls from Exposition Boulevard to the Northern Terminus of the 110 Freeway?
2. Is there any considerations of going back to the plan of terminating the Northern Terminus at Washington Boulevard or continuing on the Harbor to the Downtown area?

Caltrans: There are no plans for soundwalls from Exposition Boulevard to the Northern Terminus of the 110 Freeway. We do have plans for soundwalls in other areas along the project. For the second part of the question the answer is, Caltrans is not considering extending the Transitway to Washington Boulevard or into Downtown Los Angeles.

BARBARA ELWOOD

CRA Hoover Expansion PAC

Statement: Please briefly summarize the changes in the project that you refer to, for those of us who have not been around since 1985.

Caltrans: The purpose of the revision of the Northern Terminus Project is to provide high occupancy vehicles (HOV) a more direct route between the Transitway and surface streets. The revised design will result in improved Transitway operation and simplified construction. The primary change at the Northern Terminus is that the proposed project was shortened to end at Figueroa, Flower and 23rd Street, instead of continuing all the way to the Santa Monica Freeway with two additional connectors. There was a southbound ramp from this general area, going up over and hooking into the westbound connector. There was also a ramp from the Santa Monica connector coming over and hooking into this southbound ramp. Also, a northbound connector went around this area into the Santa Monica Freeway eastbound. That design had a larger, higher, more complicated and costly structure than the currently proposed project, therefore, the reason for the proposed change.

DAVID FORSBERG

St. Vincents

Question: Why are the changes being made now? Money, convenience or someone's "WHIM"? Why does Caltrans push off the 23rd Street issue on the City and why did the City let this happen to our community?

Caltrans: The changes to the Northern Terminus of the I-110 Freeway/Transitway are being made now because the Transitway is now under construction.

23rd Street is a city street and Caltrans has no jurisdiction over city streets. The City of Los Angeles has jurisdiction over all surface streets in the proposed project area. The surface street circulation plan was designed by the City of Los Angeles Department of Transportation.



LAURA METERS

Hoover PAC

Question: Are you using Federal funds for any portion of this project? If yes, have you conducted a Section 106 Review?

Caltrans: We are using Federal funds for this project. The Federal share is 92% and the State share is 8%. We have conducted a Section 106 Review, and it was approved by the Federal Highway Administration and the State Historical Preservations Officer.

RICHARD McCARTHY

Orthopaedic Hospital

Question: Why was the Administration, Board of Directors, and other members of the Orthopaedic Hospital staff excluded from the planning process for this project?

Caltrans: We know that there is a possibility that we may miss someone. The fact that we missed you proves the process is not perfect; however, you have talked to our project engineers and we will accommodate you in any way we can. So we do not think you have been left out of the process.

GERRY CLARK

PAC

Question: What is this increase in traffic going to do to our already excessive insurance premiums?

Caltrans: This question is outside of the jurisdiction of Caltrans and their expertise.

The following Federal and State agencies, and an individual, have submitted informational comments that do not require a response:

United States Department of Agriculture, Soil Conservation Service

Governor's Office of Planning and Research

Office of Historic Preservation, Department of Parks and Recreation

California Regional Water Quality Control Board - Los Angeles Region

Steven L. Gerhardt

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MAR 20 1990

ENV. PLAN. BR.

United States  
Department of  
Agriculture

Soil  
Conservation  
Service

215 South Hickory, Suite 126  
Escondido, CA 92027  
(619) 489-1959

March 9, 1990

Mr. J. C. Bingham  
Environmental Planning Branch  
California State Department of Transportation  
Cal Trans District Office  
120 South Spring Street  
Los Angeles, CA 90012

Dear Sir:

We have received Negative Declaration SCH NO 7-LA-110 P. M. 20.94 and found no adverse effect of items within the purview of the Soil Conservation Service. We do suggest using low water use plantings or native plants after construction is complete.

Thank you for the opportunity to review this project.

Sincerely,



TIMOTHY D. CATTRON  
Area Conservationist

TDC:cr

## OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET  
SACRAMENTO, CA 95814Cleave Govan  
State Dept. of Transportation  
120 S. Springs Street  
Los Angeles, CA 90012

March 12, 1990

Subject: I110 Transitway (Northly Terminus), SCH# 90010137

Dear Mr. Govan:

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call Garrett Ashley at (916) 445-0613 if you have any questions regarding the environmental review process. When contacting the Clearinghouse in this matter, please use the eight-digit State Clearinghouse number so that we may respond promptly.

Sincerely,

A handwritten signature in black ink, appearing to read "David C. Nunenkamp".

David C. Nunenkamp  
Deputy Director, Permit Assistance



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MAY 18 1989 U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

ENV. PLAN. BR. REGION NINE CALIFORNIA DIVISION  
P. O. BOX 1915  
Sacramento, California 95812-1915

RECEIVED  
Transportation Planning  
& Analysis Branch  
MAY 18 1989  
ARIZONA  
CALIFORNIA  
NEVADA  
HAWAII  
GUAM  
AMERICAN SAMOA

May 16, 1989

IN REPLY REFER TO  
HPR-CA  
File:  
I-110-1( )  
07-LA-110-20.94

Mr. Jeff Bingham Chief  
Environmental Planning Branch  
CALTRANS, District 7  
120 Spring Street  
Los Angeles, California 90012

Dear Mr. Bingham

Your February 24, 1989 letter submitted information for review by the State Historic Preservation Officer regarding a revision to the design of Figueroa and Flower Streets in the vicinity of St. John's Church and St. Vincent de Paul Church for the project to construct the northern terminus of the Interstate 110 transitway in Los Angeles County.

In consultation with the State Historic Preservation Officer, we have determined that the revision proposed project will have no effect on properties listed in or eligible for inclusion in the National Register of Historic Places. This completes 36 CFR 800 requirements for this project.

Sincerely yours,

For  
Bruce E. Cannon  
Division Administrator

Enclosure:  
SHPO Letter

State of California - The Resources Agency  
OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION  
P.O. Box 2390  
Sacramento, CA 95811  
(916) 445-8006

Date: May 10, 1989

Project No.: FHWA890420Z

TITLE: North terminus I-110 transitway, Los Angeles (07-LA-110-20.94)

The item cited above was received in this office on 4/20/89  
Thank you for consulting us pursuant to 36 CFR 800.

We concur in your determination that this undertaking:

- does not involve National Register or eligible properties.  
 will not affect National Register or eligible properties. <sup>04</sup>

The provisions of 36 CFR 800.7 apply if previously unidentified National Register or eligible resources are discovered during construction.

Contact Dorene Clement (916) 322-9600 of our staff if you have any questions.

*Kathryn Gualtieri*  
Kathryn Gualtieri  
State Historic Preservation Officer

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD—  
LOS ANGELES REGION101 CENTRE PLAZA DRIVE  
MONTEREY PARK, CALIFORNIA 91754-2156  
(213) 266-7500

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MAY 1990



February 27, 1990

File: 700.260

Cleave Govan  
State of California  
Department of Transportation  
120 S. Spring Street  
Los Angeles, CA 90012**NEGATIVE DECLARATION - REVISE NORTHERN TERMINUS OF I-110 (HARBOR  
FREEWAY) TRANSITWAY, DOWNTOWN L. A. SCH#90010137: CALTRAMS**

We have reviewed the subject document regarding the proposed project, and have the following comments:

Based on the information provided, we recommend the following:

- We have no further comments at this time.
- The proposed project should address the attached comments.

Thank you for this opportunity to review your document. If you have any questions, please contact Eugene C. Ramstedt at (213) 266-7553.

A handwritten signature in cursive script that reads "John L. Lewis".

JOHN L. LEWIS, Unit Chief  
Technical Support Unit

cc: Garrett Ashley, State Clearinghouse

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FEB 21 1990

FEB 21 1990

February 15, 1990

JC Bingham, CalTrans District 7  
Environmental Planning Branch  
120 South Spring Street  
Los Angeles, CA 90012

**SUBJECT:** IS/EA for the I-110 North Terminus

Dear M. Bingham:

I agree that a Initial Study/Environmental Assessment is adequate for the proposed project. However, I would like to have additional information on the reason the project is proposed and the affect that it will have on bus routes and carpools. What is the purpose of a northerly terminus at this location?

With the exception of this one key issue, I believe that the project should go forward as planned without further environmental review.

Thank you for the opportunity to comment on this project.

Sincerely,



Steven L. Gerhardt  
606 South Olive Street, Suite 600  
Los Angeles, CA 90014-1508



The following organizations and individuals submitted comments requesting Caltrans to hold a Public Hearing on the I-110 Transitway Northern Terminus proposal, place them on mailing lists, etc. These comments do not require written responses, but as a result of the requests for a Public Hearing Caltrans held an Open House/Public Input meeting on May 3, 1990. The meeting was adjourned with the understanding that Caltrans would work on modifications to the proposed project and set a date for a formal Public Hearing.

Mr. Art Curtis, North University Park Community Association

Ms. Kristin Belko, North University Park Design Review Board

Ms. Jean Frost, Adams Normandie 4321 PAC

Mr. Houston Mayfield III, Adams Boulevard Committee

Mr. John Lapham, Metropolitan Preservation Corps

Graffiti Busters

Mr. Eric T. Potter

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MAR 7 1990

BY MAIL

**NORTH UNIVERSITY PARK  
COMMUNITY ASSOCIATION**

2647 Magnolia Avenue 90007

March 5, 1990


J.C. Bingham  
Environmental Planning Branch  
Caltrans  
120 Spring Street  
Los Angeles, CA 90012

re: Flower Street terminus

Dear Mr. Bingham:

The North University Park Community Association strongly urges you to hold a public meeting regarding the proposal for a terminus at 23rd Street and Flower or Figueroa. This is an historic community undergoing substantial renovation and improvement which could be impacted by a terminus. NUPCA would like to have as much information as possible about the proposal and an opportunity to discuss it publically.

Very truly yours,

  
Art Curtis  
President, NUPCA

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MAR 7 1990

CALIF. PLANNING BOARD

March 3, 1990

J.C. Bingham  
Environmental Planning Branch  
Caltrans  
120 Spring Street  
Los Angeles, CA 90012

North University Park  
Design Review Board  
1163 West 27th Street  
Los Angeles  
CA 90007  
747-6304  
Kristin Belko

re: Flower Street terminus

Dear Mr. Bingham:

The North University Park Design Review Board is an agency appointed by the City Council pursuant to the North University Park Specific Plan to review applications for building permits in the historic district north of the University of Southern California. We understand that you are considering a plan for a bus or van pool terminus in the Flower or Figueroa/23rd Street area, which is immediately adjacent to the area in our Specific Plan.

Without fuller information on the proposal, the Design Review Board cannot comment on this plan, although we are extremely interested in any proposal which might impact our community. Please forward to us as soon as possible any printed material you have available regarding the project. Please also advise me if there will be any information meetings, as I would very much like to attend.

We understand that you are soliciting comments as to whether or not a public hearing on this matter should be held. The Board unanimously takes the position that a number of public meetings ought to be held in various locations in the community and at times that would permit them to be attended by the widest possible range of community members. Whether a public meeting is required by law, a matter the Board is investigating, we urge you to do so as soon as possible. Please advise me of the date of such meetings, and I will assist you in advising the community.

Very truly yours,



Kristin Belko  
For the Board

C2:DRB-CAL.1e1

RECEIVED

MAR 7 1990

3/2/90

2341 Scarff Street  
L.A., Ca. 90007

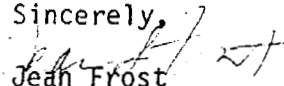
J.C. Bingham  
Environmental Planning  
120 S. Spring St.  
L.A., Ca. 90012  
Cal-Trans

Dear Sir:

I am most concerned that a public hearing with full publicity take place in reference to the project described as the North Terminus I-110 Transit way.

Please send me any information you might have, and DO HAVE A PUBLIC HEARING.

Sincerely,

  
Jean Frost  
Adams Normandie 4321  
Project Area Committee

To: CALTRANS:

RE: 23RD STREET/ FIGUEROA /HARBOR FREEWAY PROPOSAL

THE HOUSING AND PLANNING SUBCOMMITTEE OF THE ADAMS NORMANDIE 4-3-2-1  
PROJECT AREA COMMITTEE REQUESTS THAT A PUBLIC ~~HEARING~~ <sup>FORUM</sup> BE HELD FOR THIS  
PROPOSAL.

Wish Bell

Virginia Gutman

JAMES R. CAWDS

Pete ZINELIS

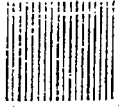
RAFael A. GARCIA

Jaggy Hill

Antonia

Pat Diaz

Diana St. Amely  
Seitem, Della  
Jean Frost



Adams Boulevard Committee  
3175 South Hoover Street  
Post Office Box 344  
Los Angeles  
California  
90007

RECEIVED

MAR 7 1990

ENV. PLAN. BR.

Caltrans:

re: Flower 23rd Street Terminus

The Adams Boulevard Committee would like you to hold a public meeting regarding the proposed 23rd Street Flower bus or van terminus. We are extremely interested in this corner and would like to know what Caltrans is proposing and have an opportunity to comment.

Please let me know when the meeting will be so that I can get other concerned citizens to attend with me.

Houston Mayfield III



RECEIVED

MAR 6 1990

3175 South Hoover Street  
Box 344  
Los Angeles, California 90007  
213/747-6129

John Lapham  
Executive Director

March 5, 1990

J.C. Bingham  
Caltrans  
120 S. Spring Street  
Los Angeles, CA 90012

re: Flower Street terminus

Dear Mr. Bingham:

We read in The Downtowner that Caltrans is soliciting opinion as to whether a public meeting should be held on the terminus for 23rd Street and Flower. This area is extremely important to the Metropolitan Preservation Corps; many of our members residing within a block of this corner. We very strongly desire to have a public hearing to be advised of your plans and to provide our responses.

Please let me know when one is scheduled.

Very truly yours,

  
John Lapham



RECEIVED  
MAR 7, 1990  
CITY PLANNING DEPT.

March 1, 1990

D.C. Bingham  
Caltrans  
120 S. Spring St.  
Los Angeles, CA 90012

Dear Mr. Bingham:

Please advise me of your proposal for  
a terminus at 23rd + Flower. We are very  
concerned about this proposal and would like  
to know what is being considered. We also  
wished you to hold a public hearing  
on this!!! Please let me know & I will  
alert our members.

For more information 3/8/90  
and meeting with  
3/7/90

Christine Wilson

A-80



EPB RECEIVED  
Transportation Planning  
& Analysis Branch

March 14, 1990

MAR 15 1990

J.C. Bingham, CALTRANS  
Environmental Planning Branch  
120 S. Spring Street  
Los Angeles, CA 90012

Regarding: Request for public hearing

Dear Mr. Bingham:

I am responding to the notice published by CALTRANS in "The Wave" newspaper last week. The notice is regarding your proposal to build a northerly terminus for buses and carpools on the I-110 transitway in the vicinity of Flower Street and West Adams Boulevard near downtown Los Angeles.

Any project in this area which has the potential to physically impact residents and businesses should be discussed in a public forum. From the sketchy description in your published notice, I cannot determine exactly what CALTRANS is planning to do. It is not clear what properties will be affected by this construction (I believe there is a children's hospital in the vicinity of your proposed construction).

Like many other residents of the West Adams area, I cannot take time away from my work to drive downtown in order to review your project information. Therefore, I make the following requests:

1. That CALTRANS hold a public hearing on this proposal.
2. Schedule the public hearing so as to allow residents to attend without disrupting their normal working hours.
3. Include my name and address on the mailing list for notices and other information regarding this project.

I sincerely believe CALTRANS will find the residents of this area supportive and appreciative of efforts to increase traffic-flow efficiency. However, it would be behoove CALTRANS officials to actively involve the surrounding community before major projects are begun.

Thank you for your consideration.

Respectfully yours,



Eric T. Potter  
2177 W. 30th Street  
Los Angeles, CA 90018

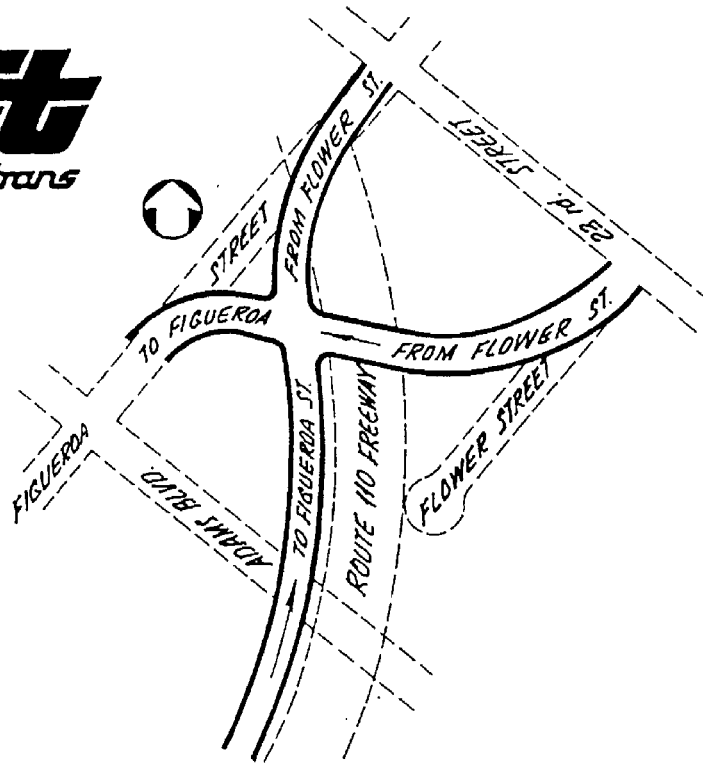
The following advertisements appeared in local newspapers, as indicated, to notify the public of open houses and during the circulation of the first Environmental Assessment for the Northern Terminus proposal.

The notice at right appeared in the following publication on the date indicated

Downtown News

December 12, 1988

## DEPARTMENT OF TRANSPORTATION



**What is Being Planned**

Caltrans will hold an open house regarding the proposed Harbor Freeway Transitway Northern Terminus, for buses and carpools in the vicinity of 23rd, Flower, and Figueroa Streets.

**When**

December 15, 1988  
3:00 P.M. to 6:00 P.M.

**Where**

State Department of Transportation (Caltrans)  
120 South Spring Street Los Angeles, CA 90012  
Room 12.

Parking will be available in the visitors' parking lot on the northeast corner of 2nd and Spring.

For more information regarding this meeting, please contact Dave Gilstrap, Senior Transportation Engineer at (213)620-2300.

The notice at right appeared in the following publications on the date indicated.

Los Angeles Times  
 Feb. - 15 - 1990  
 Feb. - 26 - 1990

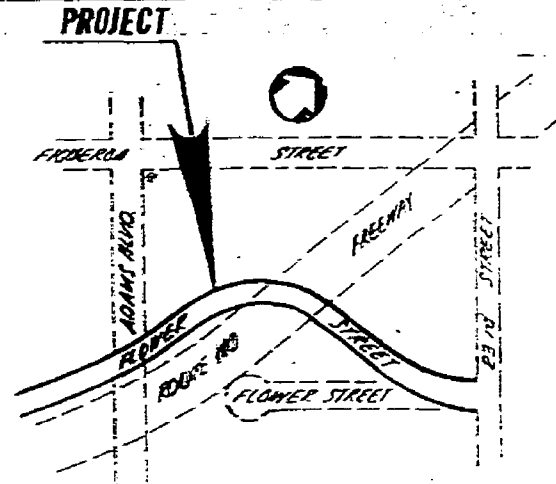
La Opinion  
 Feb. - 15 - 1990  
 Feb. - 28 - 1990

Downtown News  
 Feb. - 19 - 1990  
 Feb. - 26 - 1990

Watts Times  
 Feb. - 15 - 1990  
 Feb. - 28 - 1990



**What Do You Think of the Proposal To Construct A Northerly Terminus for Buses and Carpools on I-110 Transitway?**



**Do You Want a Public Hearing?**

**What's Being Planned?**

CALTRANS (California Department of Transportation) is proposing to revise the I-110 northerly Terminus to Figueroa Street and Flower Street for buses and carpools in the City of Los Angeles.

**Why This Ad?**

CALTRANS has studied the effects this project may have on the environment. Our studies show that it will not significantly affect the quality of the environment. The report explains why it is called an Initial Study/Environmental Assessment (IS/EA). This notice is to tell you of the preparation of the IS/EA and its availability for you to read and to offer the opportunity for a Public Hearing.

**What's Available?**

Maps, the IS/EA and other project information is available for review at the Caltrans District Office, 120 S. Spring Street, Los Angeles on weekdays from 8 am to 4 pm.

**What Can You Do?**

Do you have any comments about processing the project with an IS/EA? Do you disagree with the findings of our study as set forth in the IS/EA? Would you care to make any comments on the project? Would you like a Public hearing?

Please submit your comments or requests for Public Hearing in writing no later than March 16, 1990 to J.C. Bingham, CALTRANS, Environmental Planning Branch, 120 S. Spring Street, Los Angeles, CA 90012.


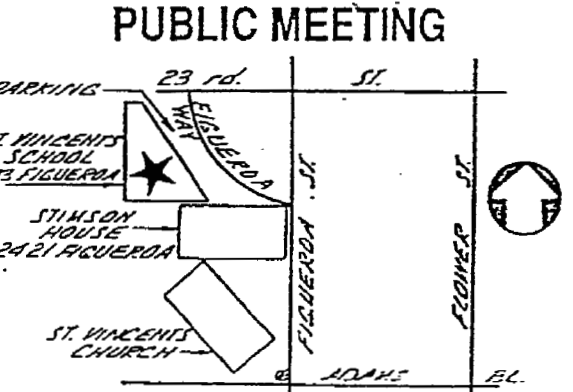
**Contact**

If there are no major comments CALTRANS will proceed with the project's design and request approval from the Federal Highway Administration (FHWA). Contact: For more information about this project call Cleavon Govan at Caltrans (213) 620-2246.

**THIS IS YOUR CHANCE  
 THANK YOU FOR YOUR INTEREST**

The Notice at right appeared in the following publications during the month of April 1990

Los Angeles Times  
 La Opinion (translate)  
 Downtown News  
 Watts Times

PUBLIC MEETING	
	
<p><b>What's Being Planned?</b></p>	<p>Caltrans will hold an Open House/Public input meeting regarding the proposed Harbor Freeway/Transitway Northern Terminus, for carpools and buses in the vicinity of 23rd, Flower, and Figueroa Streets.</p>
<p><b>When?</b></p>	<p>May 3, 1990        4:00 p.m. to 8:00 p.m.        with a formal presentation at 7:00 p.m.</p>
<p><b>Where?</b></p>	<p>St. Vincent de Paul School Auditorium,        2333 S. Figueroa        Los Angeles, California</p> <p>Off street parking will be available at this location</p>
<p><b>Contact</b></p>	<p>For more information regarding this meeting, please contact Cleaven Govan, Senior Environmental Planner at (213) 620-2246</p>

897-0703



APPENDIX B

RESPONSES TO COMMENTS RECEIVED DURING THE CIRCULATION OF THE  
INITIAL STUDY/ENVIRONMENTAL ASSESSMENT (1991)

PUBLIC COMMENTS AND RESPONSES

Section A. Written Comments

The Second Initial Study/Environmental Assessment was made available and comments were received from May 28, 1991 to July 12, 1991. The following substantive comments regarding the environmental document and the alternatives were received during the review period.

Local Agencies

Southern California Rapid Transit District

City of Los Angeles, Department of Fire

Organizations and Individuals

Mr. Robert Gluckstein

Mr. A. Keith Gilbert, Automobile Club of Southern California

Mr. Robert K. Break, Latham and Watkins, Attorneys at Law





Stephen T. Parry  
Director  
Scheduling and Operations Planning Department

July 11, 1991

Mr. Ronald J. Kosinski, Chief  
Environmental Planning Branch  
Department of Transportation  
District 7, 120 South Spring  
Los Angeles, California 90012

Dear Mr. Kosinski:

Thank you for the opportunity to review and comment on the alternatives for the Northern Terminus of the Harbor Transitway. The Southern California Rapid Transit District is eager to commence service on this facility and is refining service options in anticipation of the opening.

The Environmental Assessment Document rules out all but one of the presented alternatives; Alternative 'A'. Therefore, our comments are limited to those operational and environmental issues associated with Alternative 'A'.

① The concept presented as Alternative 'A' complements the District's preliminary operating plan for the Transitway. However, since these plans are still in their preliminary stage of development the District would like to be assured that it will not be precluded from any specific operating scenario. The traffic flow described in the document allows for buses to exit the transitway, northbound, onto Adams Boulevard. Buses would then make a left turn and proceed west to the HOV Frontage Road that connects with Figueroa Street. This operation is acceptable; however, we would not want buses to be precluded from making a right turn movement onto Adams Boulevard. A right turn option to travel eastbound on Adams Boulevard is desirable because of anticipated future passenger demand, possible changes in travel patterns, as well as possible street or overpass disruptions.

In addition to the move from the Transitway onto Adams Boulevard, the document seems to conclude that all buses will be directed to the HOV Frontage Road and ultimately onto Figueroa Street. Since the District has not made a decision relative to the specific routing to be used for the final

Mr. Ronald J. Kosinski  
July 11, 1991  
Page Two

2

approach to the Central Business District, it is important that a Flower Street option be available for bus operation. It does not appear as though the traffic flow presented will preclude such an option; however, it does not specifically address such a move for buses. Ultimately, passenger patterns and operating efficiencies will be analyzed in order to develop the best operating solution.

3

The southbound entrance to the Transitway is also acceptable as presented with the same requirement as stated above in relation to the northbound exit. It is vital that District buses not be precluded from using either Figueroa and Flower Streets, or Adams Boulevard as part of the Transitway operation.

4

The final operational issue is one of future utilization of this corridor for expanded transit services either by Trolley Bus or Light Rail. At some future date it is possible that either of these services may be provided on Flower or Figueroa Streets to Exposition Boulevard. To avoid potential safety problems, it may be worthwhile for Caltrans and LACTC staff to discuss how Transitway operations and future rail/trolley bus service will be integrated in the area.

Finally, review of the document reveals one final critical issue. The assessment takes into account the various noise levels in and around various buildings and facilities within the Affected Project Area. The report indicates that the Transitway will be directing it's users through areas that either exceed or are close to exceeding external noise level standards for the area of 67 dBA (Leq). Specifically, the southwest corner of Adams Boulevard and Flower Street, in front of St. John's Episcopal Church, exceeds the standard with an overall noise level between 68 and 69 dBA. The report also shows that this location has peak noise levels, produced by local trucks and buses, ranging from 72 to 77 decibels. Another location that was tested revealed noise levels in excess of standards is at the Orthopaedic Hospital at the corner of Flower and 23rd Streets. The ambient levels measured here were 70 dBA (Leq) which exceeds the standard level stated above.

5

As with any new service, the District may be faced with opposition to adding to any existing ambient or peak noise level. Although at present the District operates service

Mr. Ronald J. Kosinski  
July 11, 1991  
Page Three

through these areas of excessive noise, the implementation of Transitway service will certainly concentrate noise in a specific area as dictated by the design of any ingress or egress points. This is a change since the District's current freeway service uses several routes in its approach to the Harbor Freeway. Regardless of our decision relative to an operating scenario, the placement of the ramps will direct buses past these points of excessive noise.

The District does not feel at this time that major changes should be made to the general placement of the Northern Terminus. While an ultimate design would bring the Transitway directly into the CBD for passenger distribution it is understood that other constraints and funding currently prohibit this.

I am looking forward to continued cooperation as this project continues and look forward to operating District service through this new facility. If you need any further information or assistance please feel free to contact Scott Page at (213) 972-6946.

Sincerely,

  
Stephen T. Parry

cc: J. McLaughlin, LADOT

Response to: Mr. Stephen T. Parry  
Director, Scheduling and Operations Planning  
Department  
Rapid Transit District

Comments:

1. The reason that N/B buses and HOVs exiting at Adams Boulevard are precluded from making a right-turn is because of the short merging distance available, after the juncture of the N/B HOV and N/B freeway off-ramps. The N/B HOV off-ramp must descend from an elevation of about 20 feet above grade to Adams Boulevard; the N/B freeway off-ramp must ascend from a freeway cut section about 20 feet below grade to Adams Boulevard. By the time these ramps join south of Adams Boulevard there is not enough distance to allow safe and convenient weaving between lanes.

In addition, the existing traffic signal system at the N/B Harbor Freeway off-ramp and Adams Boulevard will be modified to accommodate a separate left-turn move for exiting HOVs onto Adams Boulevard. This feature would further serve to keep W/B (left-turn) HOV traffic separate from W/B mixed-flow traffic. By doing this the buses and HOVs will have free access to the special HOV Frontage Road on the west side of Flower Street without interference from mixed-flow vehicles. W/B and E/B (right turning) mixed-flow vehicles will move on a separate signal phase.

All buses would not be directed to the HOV Frontage Road and ultimately onto Figueroa Street. For example RTD line #37, which utilizes Adams Boulevard in the project vicinity, would not be directed onto the HOV Frontage Road. And it is assumed that this line will continue in operation along West Adams Boulevard following construction of the Northern Terminus. However, as already discussed, N/B buses and HOVs exiting the Transitway to Adams Boulevard would be constrained to turn left on Adams Boulevard and access the HOV Frontage Road to N/B Figueroa Street.

The RTD plans to establish a line-haul bus service on the Transitway from San Pedro to the LACBD, following its completion. According to the March, 1991 FY 92-FY 96 Short Range Transit Plan, Guideway Plan, the SCRTD will cancel existing Harbor Freeway express service (Line #'s 442, 443, 444, 445, 446, and 447), and the non-freeway portions of these routes will be replaced with local feeder bus service. The line-haul will serve all on-line transit stations and the Artesia Transit Center. Local lines presently operating within  $\frac{1}{2}$  mile of an on-line Transitway Station would be diverted to serve that station. The Guideway Plan states that the N/B line-haul will self-distribute patrons in the LACBD using the Figueroa/Flower

couplet and terminating at the proposed Temple/Beaudry layover site. It is logical to assume that the S/B line-haul would also utilize the Figueroa/Flower couplet.

Therefore, constraining N/B buses exiting the Transitway to make a left turn at Adams Boulevard, and onto the HOV Frontage Road to N/B Figueroa Street, coincides with the line-haul operations plan of the RTD. There appears to be no need for buses exiting the Transitway at Adams Boulevard to make a right turn.

2. The city of Los Angeles Department of Transportation's (LADOT's) Traffic System Management (TSM) plan will be implemented as part of the Northern Terminus proposal. The TSM plan will convert Figueroa Street to a predominantly N/B arterial (4 lanes N/B and 2 S/B contra-flow lanes) and Flower Street to a S/B arterial (except for a N/B contra-flow lane between Adams Boulevard and 23rd Street to accommodate the Orthopaedic Hospital). This one-way couplet would extend from Washington Boulevard south to Exposition Park where the two streets join.

Consequently bus operations would be limited to southbound movement on Flower Street, while Figueroa Street would be conducive to northbound bus operations. And northbound buses exiting the Transitway at Adams Boulevard will be restricted to a left-turn on Adams Boulevard for safety reasons.

3. As just discussed in response to No. 2 above, the one-way couplet nature of LADOT's TSM plan for Flower and Figueroa Streets virtually limits bus operations on Flower Street to one-way southbound, and Figueroa Street would favor a northbound operation for buses.
4. Caltrans is well aware of the possibility of a future LRT line down Flower or Figueroa Streets. However, until the LACTC completes the environmental process for this LRT extension everything is conjectural. Completing the environmental process means circulating a Draft Environmental Impact Report (DEIR) addressing several alternatives, holding a public hearing and taking written and oral comments, selecting a preferred alternative, distributing a Final Environmental Impact Report (FEIR), and filing a Notice of Determination with the Governor's Office of Planning and Research.

Caltrans, the LACTC, and LADOT has had several meetings on LRT possibilities in this area. But until the environmental process is completed funding cannot be allocated and a project approved. Of particular concern has been the fate of

the Adams Boulevard/Flower Street Bridge Structure over the Harbor Freeway, and possibly the 23rd Street/Figueroa Street Bridge structure. Without knowing definitely where the LRT alignment will be, it is not possible for the three agencies to finalize any plans regarding the widening and/or relocation of these bridge structures. If and when an LRT project is approved and funding secured, the agencies can begin work on physically integrating the project in the study area.

5. Your concerns regarding the possibility of public opposition to any additions to ambient or peak noise levels is understandable. The concentration of noise sources at Transitway ingress and egress points seem to be of particular concern. You indicate that there would be a change in pattern from the way buses now use several routes to approach the Harbor Freeway.

However, our analysis indicates that any additional noise levels generated by the Transitway's operation would be imperceptible to surrounding receivers. Increases in ambient exterior noise levels in the immediate vicinity would not exceed 1 to 3 decibels. Interior noise levels at sensitive receptors would be virtually unchanged. A traffic analysis by LADOT indicates that in the near term, following construction of the transitway, there would be an improvement in the Level of Services (LOS) of the intersections in the project vicinity. This is largely due to the widening of Figueroa Street and implementing LADOT's TSM plan of one-way street conversion.

Recent conversations with RTD representatives indicates that the District's line-haul service would operate buses every 6 minutes (or 10 buses per hour), during AM and PM peak periods, and operate buses every 10 minutes (or 6 buses per hour) during off peak periods. In terms of average daily traffic (ADT) this translates into about 290 bus trips utilizing the Transitway on a typical workday.

By comparison, Caltrans traffic projections indicates that during the A.M. peak 45 HOVs (exclusive of buses) would exit the transitway via N/B HOV off-ramp to Adams Boulevard; during the P.M. peak 140 HOVs would exit the N/B HOV off-ramp. Likewise, 140 HOVs are projected to enter the S/B HOV on-ramp south of 28th Street during the A.M. peak; during the P.M. peak 40 HOVs would enter the S/B HOV on-ramp. HOV and bus volumes are not expected to overload the local grid system in the vicinity of the transitway. Most HOVs would enter the transitway from the mixed-flow main line freeway. Up to 15,400 HOV trips are expected to utilize the I-110 Transitway facility on a daily basis in 1995.

CITY OF LOS ANGELES  
CALIFORNIA

BOARD OF  
FIRE COMMISSIONERS  
485-6032

AILEEN ADAMS  
PRESIDENT

JAMES E. BLANCARTE  
VICE-PRESIDENT

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EXECUTIVE ASSISTANT



TOM BRADLEY  
MAYOR

DEPARTMENT OF FIRE  
200 NORTH MAIN STREET  
LOS ANGELES, CA 90012

DONALD O. MANNING  
CHIEF ENGINEER  
AND  
GENERAL MANAGER

July 15, 1991

Cleave Govan, Project Coordinator  
California Department of Transportation  
Environmental Planning Branch  
District 7, 120 South Spring Street  
Los Angeles, CA 90012

Dear Mr. Govan:

Revised Negative Declaration  
Environmental Study - Northern  
Terminus Harbor Freeway Transitway

The proposed project consists of revising the northern terminus for the I-110 (Harbor Freeway) Transitway in the City of Los Angeles. This revision will provide High Occupancy Vehicles (HOV) a more direct route between the Transitway and surface streets and for conversion to future light rail.

The following items are of major concern to this Department and they should be included in any future studies.

- ① Adequate public and private fire hydrants shall be required.
- ② All street intersection with a level of service of "E" or "F" decreases the level of fire protection and emergency medical services provided by this Department.

For any additional information, please contact our Hydrant Unit, at (213) 485-5964.

Very truly yours,

DONALD O. MANNING  
Chief Engineer and General Manager

Dal L. Howard, Assistant Fire Marshal  
Bureau of Fire Prevention and Public Safety

DLH:ASM:cr/3140E

cc: Councilwoman Rita Walters

Environmental Affairs Commission  
Fire Department Planning Section

B-9

AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER

Recycle and make non-recycled waste

Response to: Mr. Dal L. Howard  
Assistant Fire Marshal  
Bureau of Fire Prevention and Public Safety  
City of Los Angeles

Comments:

1. Caltrans fully intends to coordinate all of its construction activities with the appropriate governmental agencies. And please bear in mind that part of the Northern Terminus proposal is implementing the city of Los Angeles Department of Transportation's (LADOT) Traffic System Management (TSM) plan. This TSM plan will widen Figueroa Street and convert both Flower and Figueroa Streets to essentially one-way arterials. Some approach widening will be done on Adams Boulevard. (See Chapter II where all of this is discussed.)

Constructing the Transitway and ramp structures themselves should not cause the disruption of fire hydrants. It is anticipated that the need to relocate fire hydrants would be due to widening Figueroa Street, and possibly approach widening on Adams Boulevard. In any case Caltrans and LADOT will contact your agency to work out the details of any necessary fire hydrant relocations.

2. Table IV-6 of the Environmental Assessment circulated on May 28, 1991 reflects an F level of service for the intersection of Adams Boulevard and Flower Street during the evening peak traffic period, under condition #4. Condition #4 is during construction of the Transitway, with closure of one N/B Freeway lane, and assumes 1200 additional N/B vehicles on Figueroa Street in the AM peak and Flower Street in the PM peak, respectively. However, LADOT has indicated that an additional 1200 vehicles on Figueroa Street during the PM peak may not materialize and an LOS of F would not occur. But for analysis purposes this worst case scenario is assumed. But even if the F level of service does occur it would only be a temporary condition, lasting through the construction period of the Transitway. Following construction of the Transitway and the return of one NB Freeway lane (condition #5), the LOS at this intersection would improve to level B.

In the long term following construction, by the year 2010 (condition #6), four intersections are expected to operate at an LOS of E or F during the PM peak period. This is due to the anticipated increase in traffic in the general Los Angeles area. The long term degradation of LOS will occur whether the Transitway project or TSM plan are ever implemented. In fact without their implementation the degradation in LOS within the project vicinity would most likely occur at a faster rate.



ROBERT I. GLUCKSTEIN  
REAL ESTATE BROKER  
PROPERTY MANAGEMENT  
4221 WILSHIRE BOULEVARD  
SUITE 460  
LOS ANGELES, CALIFORNIA 90010  
(213) 937-5252

JUN 24 1991  
10:00 AM

June 21, 1991

RONALD J. KOSINSKI, CHIEF  
Enviromental Planning Branch

RE: 07-LA-110 PM 20.2/21.2  
Northern Terminus  
Harbor Freeway Trnstway  
SCH 90010979

Dear Sir,

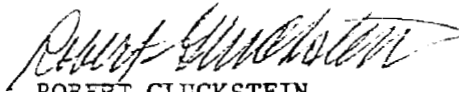
①

I own 62 Apts., at 2315 So. Flower St., L.A., on June 7, 1991 I received your packet regarding northern terming S. Harbor Freeway, until that date I was not notified of any previous hearing meetings or plans. It is simply ludigous that as a major effected owner, I was not informed , your prospectus deals only slightly with 2315 S. Flower St.-

②

There are many objections to your plan, you remove Street parking you wrap 2315 S. Flower St., with Streets on 4 sides noise will be terrible, 14 ft., walls will make the apartments like prison, construction problems affecting, 62 Apts., are not even addressed. Problems with renting and access are not addressed. I think it necessary to retain attorney's in this matter. I don't even find my name on the distribution list.

Sincerely,



ROBERT GLUCKSTEIN  
2315 So. Flower St.  
L.A., Ca: 90007

RG/mtb.-

Response to: Mr. Robert I. Gluckstein  
Property Owner

Comments:

1. Caltrans regrets your not having been notified of this project until the late date of June 7, 1991. Please be assured that it was not our intention to exclude anyone or to conceal the project. To inform as many members of the public as possible Caltrans advertises the availability of environmental documents and public hearing dates in a wide range of newspapers. And such public notifications fulfill our legal requirements. Due to time constraints we do not normally research the County recorders office to determine the owners of properties, or go door to door to hand out informational notices. And in those cases where we have taken such extraordinary measures, we still get complaints from citizens that they were not notified. It is very difficult to insure 100% public notification, even when employing extraordinary measures.

However, our staff still makes individual efforts to ferret out and inform concerned citizens of planned Caltrans projects. It was through this type of effort that you were finally notified of this proposal. And from now on you will be personally notified of any activities regarding the Northern Terminus proposal.

2. Most of the impacts you mentioned would not result with the implementation of Alternative A. Transitway and ramp structures construction would be south of Adams Boulevard leaving your property virtually unaffected. With regards to the noise wall, it was recommended to reduce the high noise levels being experienced by tenants in your apartment building. Noise readings taken on the west side of your property indicate noise readings of 75 dBA ( $L_{eq}$ ), which is 8 dBA above Federal design standards for residential land use. However, if you desire that the recommended noise wall be deleted from the project, please inform us in writing.

CLG/vr



# Automobile Club of Southern California

HEADQUARTERS: 2601 SOUTH FIGUEROA STREET • LOS ANGELES, CALIFORNIA 90007-3294  
MAILING: P.O. BOX 2890 TERMINAL ANNEX • LOS ANGELES, CALIFORNIA 90051-0890

HIGHWAY ENGINEERING DEPARTMENT  
A. KEITH GILBERT, MANAGER

June 26, 1991

Mr. Jerry Baxter, Director  
Caltrans District 7  
120 South Spring Street  
Los Angeles, CA 90012

Dear Mr. Baxter:

**RE: Interstate 110 Transitway (Northern Terminus)**

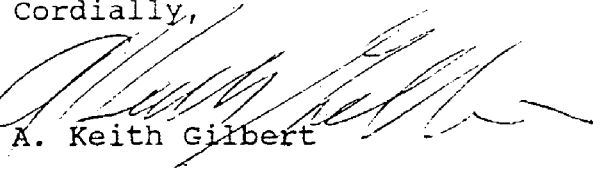
I am pleased to submit comments resulting from our review of the Environmental Assessment Document for the I-110 (Harbor Freeway) Transitway Northern Terminus, dated May 1991.

① I strongly urge you to reject your current proposal, Alternate "A" (Attachment 1), and consider in its place a modification of Alternative "A" to include a direct, elevated northbound connection between the transitway and Figueroa Street on an alignment that would not preclude the future extension of the transitway (Attachment 2).

② Alternative "A" as proposed has a number of disadvantages. It provides poor service to bus and HOV traffic as well as adversely affecting surface street operations.

③ Although we understand and appreciate that the Orthopaedic Hospital and 23rd Street Homeowners group have objected to earlier alternatives north of Adams Boulevard, we believe this compromise version will best serve the interests of the community.

Your consideration of this compromise treatment would be appreciated and we invite your call if you have any questions.

Cordially,  
  
A. Keith Gilbert

jm

pc: L.L. Bedolla, Caltrans District 7  
R.J. Kosinski, Caltrans District 7

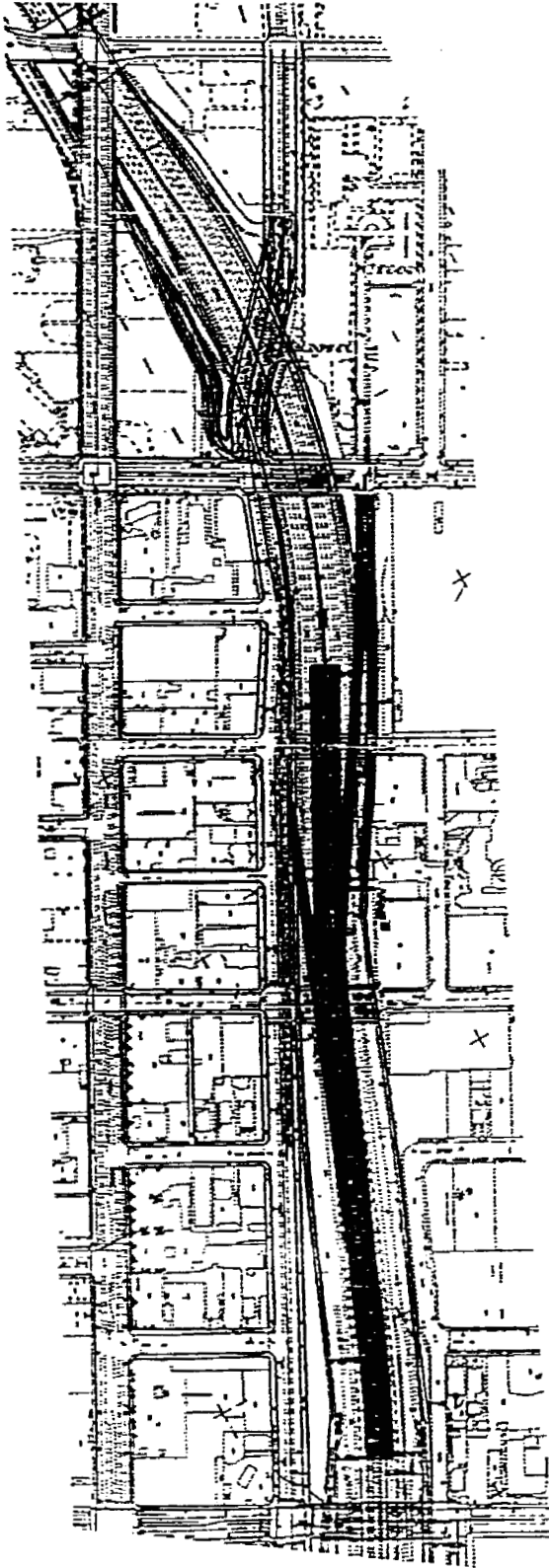
ATTACHMENT 1

LEGEND

- STRUCTURES
- FREWAY RAMP
- LOCAL ROADS
- FREWAY TRAVELWAY & SHOULDER
- HOV VIA DUCT



NO SCALE



ALTERNATIVE A

NORTHBOUND HOV OFF-RAMP TO ADAMS BLVD., AND SOUTHBOUND HOV ON-RAMP FROM FLOWER ST., SOUTH OF FRONTAGE RD.)

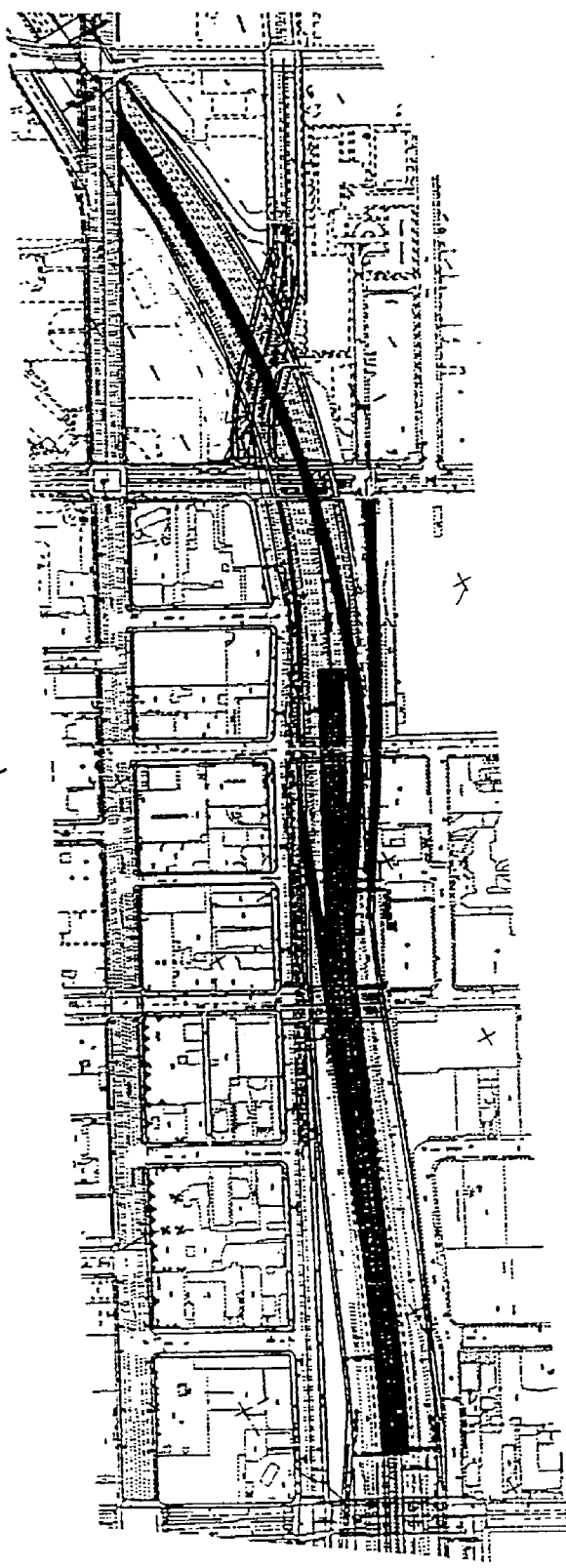
ATTACHMENT 2

LEGEND

- STRUCTURES
- FREEWAY RAMP'S
- LOCAL ROADS
- FREEWAY TRAVEL WAY & SHOULDER'S
- HOV VIADUCT



1/8" SCALE



MODIFIED  
ALTERNATIVE A

NORTHBOUND HOV OFF-RAMP TO ADAMS  
BLVD., AND SOUTHBOUND HOV ON-  
RAMP FROM FLOWER ST., SOUTH OF  
28th ST. (WITH NEW HOV  
FRONTAGE RD.)

FIGURE II-1

Response to: Mr. A. Keith Gilbert  
Manager  
Highway Engineering Department  
Automobile Club of Southern California

Comments:

1. Your suggestion that Caltrans abandon Alternative A in favor of a "modification of Alternative A", with an elevated northbound HOV off-ramp to Figueroa Street, has been considered. In fact this was a feature of many of the alternatives that have been considered for the Northern Terminus of the I-110 Transitway. But as you anticipate, such an elevated northbound ramp structure to Figueroa Street could preclude the future extension of the Transitway into the Los Angeles Central Business District. In addition, the exact route of a future Light Rail Transit (LRT) line along the Flower Street corridor is also unknown at this time; any transitway extension, which is also speculative at this time, would have to be coordinated with the positioning of the LRT line.

Los Angeles County Transportation Commission (LACTC) and the city of Los Angeles will be conducting two studies, one involving the extension of the Metro Blue Line south on Flower Street to the University of Southern California; the other is the connection of Central City West and the Harbor Transitway Northern Terminus. Caltrans will be a responsible agency as these plans are being developed and evaluated in future years.

2. We understand your concerns regarding traffic and surface street operations. Because of these same concerns various mitigation design features were incorporated into Alternative A. These features include widening the Adams Boulevard bridge to provide additional traffic capacity; providing a special HOV Frontage Road to Figueroa Street eliminates the need of northbound buses and HOV's from having to make a right-turn at Adams and Figueroa Street; and, various traffic signal and stripping modifications to facilitate traffic flow. Please refer to Chapter II of this environmental document where all of these features are discussed.
3. You are correct in your assertion that alternatives featuring ramps to 23rd Street were opposed by the Orthopaedic Hospital and the local community. That was indeed one of the reasons that the transitway was moved back to south of Adams Boulevard with the development of Alternative A. But, as already discussed in comment number 1, the uncertainties of future LRT and transitway connections also played a role. At present we feel that Alternative A is the most prudent and feasible design for the Northern Terminus.

# LATHAM & WATKINS

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7/15/91

Mr. Ronald J. Kosinski  
Chief Environmental Planning Branch  
Department of Transportation, District 7  
120 South Spring Street  
Los Angeles, CA 90012

In Re: 07-LA-110 PM 20.2/21.2  
Northern Terminus  
Harbor Freeway Transitway  
SCH 90010979

Dear Mr. Kosinski:

This letter is written on behalf of our client, Los Angeles Orthopaedic Hospital, in further response to the CalTrans publication of May 28, 1991, under your signature, regarding the above subject matter, and the apparent intent of CalTrans to proceed with the approval of a Harbor Freeway Transitway "northern terminus" design (the "project") without addressing the significant environmental issues that have been raised repeatedly in the past by our client and others. Those issues have been identified in previous letters and orally at the several meetings we have had on this project. Nonetheless, given the significant risks associated with the proposed Transitway for our client, we felt that yet another letter summarizing our concerns would be in order.

As we have repeatedly indicated in the past, our client believes, with adequate foundation, that the proposed project will expose it to a number of significant, or potentially

Mr. Ronald J. Kosinski  
July 2, 1991  
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significant, impacts that must be understood and addressed, through the preparation of a supplemental EIR and EIS, before a final decision can be made on the northern terminus of the Harbor Freeway Transitway. Those concerns fall into the major impact categories of air quality, noise, traffic, access, and vibrations, and include the following:

①  
②  
③

\* The 1985 EIS appropriately recognized that the Transitway could result in decreased air quality on a microscale basis. In fact, in preparation of that EIS, microscale air quality analyses were conducted for 49 locations along the Transitway. The analyses found that while expanded use of HOVs would result in a general, slight improvement in air quality along the Transitway, air quality will deteriorate over the "no project" condition at such points as park-and-ride facilities. Unfortunately, it does not appear that a microscale air quality impact study was conducted for the area adjacent to the Hospital. The microscale study locations were apparently all adjacent to the existing Freeway, and assumed the trip reduction benefits from mass transit over the effects of a "no project" condition. In the case of the Hospital, the "project" would funnel all of the bus/HOV/light rail immediately adjacent to the Hospital, into a stop-and-go local street grid, which is a much different condition than any of the sites studied in the 1985 EIS. If anything, the proposed project would logically tend to make conditions adjacent to the Hospital -- a use recognized in the EIS as a particularly sensitive receptor -- similar to or worse than conditions found to exist in conjunction with park-and-ride facilities. That logical conclusion needs to be tested with a new microscale air quality study for the proposed project, performed in conjunction with a supplemental EIR and EIS, where measures and alternatives can be identified to feasibly protect the Hospital and its patients from adverse air quality conditions associated with the project.

④

\* Noise impacts were studied in the prior environmental documents much the same way as air quality. CalTrans selected 48 sites to study for noise impacts. The nearest to the Hospital were at the shoulder of the Freeway at Hope and 33rd Streets and Flower and 33rd Streets. In other words, the EIS does not support any conclusion as to the insignificance of noise impacts on a sensitive sensor such as the Hospital from the



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⑤ realigned northern terminus of the Transitway. If anything, by directing the Transitway HOVs onto the street grid immediately adjacent to the Hospital, where they will compete for capacity with local traffic, the proposed project will only increase noise exposures adjacent to the Hospital.

⑥ \*

Among the sites where noise measurements were made for the EIS, several were in areas where no noise wall is to be constructed. All of those sites were exposed to exterior noise levels exceeding 67 dBA, which is the FHWA abatement criteria for residential locations (and hospitals). (The interior criteria is 52 dBA.) Based upon the EIS disclosures for areas along the Transitway that are not protected by a noise wall, it is not unreasonable to expect that the noise exposures for the Hospital may exceed the abatement criteria significantly when the Transitway traffic is concentrated on the immediately adjacent local street system.

⑦ \*

Very intricate laser surgery is performed at the Hospital. These surgical procedures and other research activities at the Hospital are very sensitive to ground vibrations, such as those generated by large HOVs and construction projects such as the one under consideration by CalTrans. We have repeatedly brought these facts and concerns to the attention of CalTrans. Yet, neither the EIS nor any subsequent environmental analysis undertaken in conjunction with the proposed project contains any information on potential vibration impacts at all.

⑧ \*

The 1985 EIS expressly considered access impacts from the Transitway on such community facilities as Hubert Humphrey Medical Center, Harbor Medical Center, and Kaiser Medical Center. In short, the 1985 EIS acknowledged that an adverse impact in terms of access to a community facility would be classifiable as a significant impact. In the EIS's consideration of this issue, however, the Los Angeles Orthopaedic Hospital, and problems associated with access to it from local streets and the Freeway, were simply and absolutely ignored. Again, this is an issue we have raised on numerous occasions, and appreciate that you have tried to work with us to address. Yet, with the proposed project, we are left with continuing uncertainty about the predictable impacts of the proposed project upon

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access to the Hospital. That uncertainty should be resolved with a subsequent or supplemental EIR and EIS, where it can be studied, reviewed, and addressed to the fullest feasible extent.

9 \* Traffic and concerns about lessening traffic congestion are, of course, at the heart of the Transitway. The 1985 EIS did look at congestion issues along the course of the proposed Transitway. However, as best we can determine, CalTrans has not addressed in any formal environmental documentation the probable traffic implications to the local street system of its current plan for the northern terminus of the Transitway, where southbound HOVs will collect on local streets as it moves to the Transitway and northbound HOVs will spill off the Transitway onto the local streets as it heads north. That needs to be done.

10 \* The apparently preferred alternative -- Alternative A -- just leaves the HOV transitway hanging in space. At the same time, we understand that studies are currently underway for extending that "hanging" Transitway into and through the Downtown area, and have shared the information concerning those studies and plans with CalTrans. The configuration of the project and the existence of these further plans certainly beg our oft-repeated question as to the cumulative impacts that can reasonably be anticipated when the "hanging" end of the Transitway is linked with the next phase of this project. To leave as sensitive a source as the Hospital at the literal end of each phase of the Transitway system, to be subjected to the repeated construction noise, vibration and access problems that would be the inevitable result of such a decision, not to mention the uncertainty as to long term air quality, noise, traffic, access, and vibration exposures, is a bit short of responsible. These cumulative impact concerns need to be addressed in the form of a subsequent or supplemental EIR and EIS, and not simply swept under the rug of a negative declaration and FONSI.

As we have shared with you previously, the proposed project, and its inevitable cousin project of extending the Transitway northerly as signified by the "hanging" end shown on Alternative A, is hardly an insignificant matter to us. We have had an estimate of the probable direct impact and cost of these projects to the Hospital prepared which indicates that that impact and

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(11)  
cost would likely well exceed \$100,000,000.00. The Orthopaedic Hospital is a major provider of health care to the greater Los Angeles community as well as crippled children in the broad geographical area. It is one of the largest charity care institutions in Southern California and provides over Three Million Dollars per year in free care. It is unconscionable that CalTrans would feel comfortable with inflicting that level of potential injury on the Hospital without even acknowledging the very existence of the Hospital in the prior environmental documentation, and without so much as undertaking even the most basic environmental review called for by CEQA and NEPA.

We intend to continue to be responsible members of the community, and attempt to work with you and others for responsible transportation solutions. But, you cannot expect the Hospital to accept that transportation systems should be designed without adequate regard for the potential environmental and fiscal harm they may inflict, when CEQA and NEPA dictate that such concerns not be disregarded.

Very truly yours,



Robert K. Break  
of Latham & Watkins

cc: H. Randall Stoke  
Richard McCarthy  
Jerrold A. Fadem

Response to: Mr. Robert K. Break  
Attorney  
Latham and Watkins  
(for Orthopaedic Hospital)

Comments:

1. Please note that there are no park-and-ride facilities planned for the vicinity of the Northern Terminus proposal.
2. When the microscale air quality analysis was done 48 locations were selected to represent typical sensitive receptors adjacent to the Freeway, because by definition a microscale analysis is done for receptors within the first 100 yards of a pollutant source (in this case the Transitway which would be located in the median of the I-110 Freeway). The results of the analyses of these 48 representative sites were the basis of the air quality findings for the three zones along the I-110 Freeway presented in the FEIS. The zonal approach for presenting the air quality findings makes them more relevant to the reviewing public.

Zone 1 extends from Ports O'Call in San Pedro to Compton Boulevard, Zone 2 extends to Colden Avenue, and Zone 3 extends to Route 10. The Orthopaedic Hospital is within Zone 3.

3. It is erroneous to assume that "the project would funnel all of the bus/HOV/light rail immediately adjacent to the hospital, into a stop-and-go local street grid"..... Actually only a very small percentage of HOV trips would enter and exit the Transitway facility at the Northern Terminus. For example, in the year 1995 up to 15,690 HOV trips (including bus trips) would be accommodated by the Transitway on a daily basis; by contrast 1300 HOV trips would enter or exit the Transitway in the Northern Terminus vicinity, which is about 8.3% of total Transitway daily usage. The majority of HOVs would enter or exit the Transitway via the mixed-flow Freeway.

It should be noted that the northbound Freeway off-ramp to Adams Boulevard would continue to operate after construction of the Northern Terminus, as would the southbound off-ramp to 23rd Street. And HOV ramp volumes would be a small fraction of the Freeway ramp volumes already utilizing the surface streets in the area.

A peak hour traffic analysis done by the LADOT indicates that the Level of Service (LOS) for intersections in the project area would be slightly improved after construction. (See Table IV-6 in the May 28, 1991 Environmental Assessment.) There is no reason to assume that air quality in the vicinity of the hospital would be degraded beyond that identified in the FEIS. Circulating another DEIS to address air quality is not warranted.

4. As a point of clarification, noise readings were not taken at the shoulder of the Freeway at the Hope and 33rd Streets and Flower and 33rd Streets sites. The Freeway shoulder is where noise walls would be placed if recommended. Noise readings are taken at the first tier of representative sensitive sites nearest the Freeway right-of-way line. Usually noise readings are taken in the front or rear yards of such properties.

By taking noise readings at representative sites noise levels for a general area can be ascertained. The methodology of taking representative readings allows for the determination of ambient noise levels in a general study area, without having to take readings at every conceivable site. These representative readings also provides the basis for making future noise level projections, noise wall locations, and noise wall height recommendations.

While no noise readings were taken specifically at the Orthopaedic Hospital for inclusion in the 1985 FEIS, the conclusions reached regarding the general study area wherein it is located are applicable to it. The overall conclusion in the FIES was..."The impacts to sites are not significant, with anticipated increases from 1 to 3 dBA. However, most sites have predicted levels approaching or in excess of the FHWA abatement criteria of 67 dBA for residential locations." The reason for the finding of insignificance is that the average human ear cannot discern the difference in a change in traffic generated (fluctuating) noise of less than 3 decibels. This finding still holds for all adjacent receptors in the I-110 corridor, including the Orthopaedic Hospital.

5. The impacts of the Transitway proposal on the local grid system in the vicinity of the Northern Terminus has already been addressed in our Comment #3. But to clarify some facts about traffic generated noise, maximum noise levels are not realized with congested stop-and-crawl arterials as you seem to imply. Maximum traffic generated noise levels occur with free-flowing near capacity (LOS C) conditions. It is for this condition that Caltrans noise analyses are done. And

bear in mind that it would take a doubling of traffic volumes, continuing in a free flow state, to increase traffic generated noise levels by about 3 decibels. As has already been stated, an increase of 3 decibels or less in traffic generated noise is not discernable to the average human ear.

6. Your observation that among the sites where noise measurements were taken, several are in areas where no noise walls will be constructed - is correct. You are also correct in observing that these sites would be exposed to noise levels exceeding the 67 dBA ( $L_{eq}$ ) FHWA noise abatement criteria. You imply that this situation probably exist for the Orthopaedic Hospital as well.

But the 1985 FEIS clearly states the reasons for not recommending noise walls at various locations. (Generally noise walls are not provided where land use is strictly commercial or industrial.) A summary of the reasons for not providing noise walls in certain areas is as follows:

- In the Route 110/105 Interchange area noise walls will be included with the Route 105 Freeway contract.
- Where no major physical work is proposed within the right-of-way.
- Isolated residential units in commercial or industrial zoned areas. Where noise levels are not approaching or in excess of 72 dBA.
- Locations where there is general opposition to the placement of soundwalls.
- Any locations where noise abatement benefits are determined to not outweigh the overall adverse social, economic and environmental effects and the cost of the noise abatement measures.
- The second story and above of dwelling units where no outside activity is occurring.

Because of concerns raised about potential noise impacts at the May 3, 1990 public meeting, regarding the Northern Terminus proposal, Caltrans took noise measurements at every sensitive receptor in the vicinity - including the Orthopaedic Hospital. In most cases simultaneous exterior and interior noise readings were taken. In the case of the Orthopaedic Hospital noise readings were taken at two locations inside the facility. The results of these noise

readings and the subsequent noise analyses can be found in the May 28, 1991 Environmental Assessment, Chapter IV, Section 7, pages IV-8 thru IV-16. Please note that, with the exception of the apartment building at 2315 South Flower Street, the conclusions made in the 1985 FEIS were not changed by the subsequent noise study.

7. Yes, Caltrans has been made aware of intricate laser surgery and other procedures done at the Orthopaedic Hospital. And Caltrans is willing to work with the hospital in any way it can to reduce the potential impacts of vibrations due to construction, etc. Caltrans has proposed the monitoring of surgical facilities at the hospital in order to determine the existing vibration levels being experienced there. And from there Caltrans proposes to develop a mitigation monitoring plan during and after Transitway construction.

The FEIS, as you point out, did not address vibration impacts on the hospital. But you also indicate that subsequent environmental analysis do not contain any information on potential vibration impacts at all. This is incorrect. The May 28, 1991 Environmental Assessment does address vibration impacts on the hospital. Please refer to Chapter IV, Section 7, pages IV-14 thru IV-16 of that environmental document for a discussion of vibration impacts and mitigation measures. In addition, moving the HOV ramps back from the hospital to south of Adams Boulevard greatly reduces the potential for vibration impacts.

8. It appears that you have misinterpreted the whole point of the conclusions reached in the 1985 FEIS regarding access impacts to community facilities, such as the Hubert Humphrey Medical Center and Kaiser Medical Center. You state that problems associated with access to the Orthopaedic Hospital "were simply and absolutely ignored." But the conclusions reached in the FEIS regarding community facilities, from page IV-48 of that environmental document, is as follows:

"No community facilities will be adversely impacted by the recommended alternative of the proposed Transitway. Access to community facilities within walking distance of station sites will be greatly improved. Facilities with the greatest increase in access are shown in Table IV-6."

The FEIS concludes that no community facilities would be adversely impacted by the then recommended alternative. It also indicates which community facilities would realize an increase in access because of close proximity, or within walking distance, to a transit station where patrons could conveniently embark and disembark to the facility via bus.

It would have been inappropriate to list the Orthopaedic Hospital on Table IV-6 since it would not be within walking distance of a transit station. For the same reason it would have been inappropriate to list the Los Angeles Trade Technical College on Table IV-6 of the FEIS.

The issue of access impacts to the Orthopaedic Hospital due to perceived congestion on the local grid and Freeway ramp system is a separate issue altogether, and should not be confused with the point of Table IV-6 of the FEIS.

Caltrans has always been willing to address the concerns raised by the hospital regarding traffic and related access impacts. The original design for the I-110 Transitway presented in the 1985 FEIS had to be altered for various reasons, among which was the incorporation of the Traffic System Management (TSM) plan of the Los Angeles Department of Transportation (LADOT). There was virtually no opposition from the local community to the design configuration of the Northern Terminus when the well publicized FEIS was distributed to the public in 1985. The original configuration featured a northbound off-ramp and southbound on-ramp on elevated structures terminating at Figueroa Street south of 23rd Street. Also featured was an elevated mainline Transitway structure extending to south of Washington Boulevard.

Because of the necessity to alter the design of the Northern Terminus, Caltrans in early 1990 circulated an environmental assessment to seek public input regarding the proposed design changes. The recommended alternative at that time featured an elevated northbound off-ramp structure to Figueroa Street, an elevated southbound on-ramp structure from a realigned Flower Street, and an elevated mainline Transitway structure terminated south of 23rd Street. Caltrans was met with a ground swell of local opposition. On May 3, 1991 an Open House/Public Input meeting was held at Saint Vincent's School and the surrounding community, including the Orthopaedic Hospital, demanded that Caltrans revise the design of the Northern Terminus and move it to someplace other than 23rd Street.

A discussion of the consultation and Public Participation process leading to a revised Northern Terminus design acceptable to the local community, is included in Chapter V of the May 28, 1991 Environmental Assessment. As you have acknowledged, Caltrans has tried to work with the hospital to address its concerns.



The continuing uncertainty that you speak of has to do largely with the ultimate fate of the Adams Boulevard and Flower Street bridges, Light Rail Transit (LRT) on Flower Street, and the extension of an HOV facility north to the LACBD. The ultimate fate of these "uncertainties" rest with agencies over which Caltrans has no jurisdiction. The agencies in question are the Los Angeles County Transportation Commission (LACTC) and the Community Redevelopment Agency (CRA) of the city of Los Angeles. The implementation of LRT in Los Angeles is under the authority of the LACTC and not Caltrans.

Caltrans will not be releasing any supplemental EIRs on LRT lines in the Northern Terminus vicinity because we would not be the lead agency on such a project. And it is not possible for Caltrans at this time to address the impacts of LRT in a Northern Terminus environmental document; we can only speculate regarding the full range of alternatives to be examined by the LACTC. Conclusions are premature as to which LRT alignment would be ultimately selected after the LACTC circulates a DEIR, holds a public hearing, distributes an FEIR, and files a NOD as required under CEQA. For all we know the LACTC could select an LRT line down Alvarado and Hoover Streets to USC (as an example) and bypass the Northern Terminus vicinity altogether. At best Caltrans would act as a responsible agency under CEQA if the selected LRT line impacted a state transportation facility.

9. As already discussed in our comment #3, a traffic circulation impact analysis was done for the Northern Terminus vicinity. Please refer to the May 28, 1991 Environmental Assessment, Chapter IV, Section 10, pages IV-17 thru IV-22.
10. The "hanging" transitway, as you refer to it, is terminated south of 27th Street. The Transitway is configured this way to insure adequate structural support for the southbound on and northbound off-ramp structures that allow ingress and egress to the facility at the Northern Terminus. This configuration would also facilitate the extension of the Transitway at some future date. However, Caltrans has no plans for the Transitway's extension beyond the Northern Terminus. As will be discussed shortly, any future extension of the Transitway would be done by other public agencies.

The study that you are referring to is the "Final Report, on the Engineering Feasibility of key Transportation Elements, Central City West". This report was prepared by Bechtel Corporation for the Center City West Associates in May, 1990. Mr. H. Randall Stoke of Latham and Watkins relayed copies of page 37, and a map showing an approximate alignment of a transitway on the west side of the Harbor Freeway in the vicinity of the I-10/I-110 Freeway interchange, from that report at the June 27, 1991 Public Hearing.

The Los Angeles City Council approved the Central City West Specific Plan in February, 1991. This specific plan will provide the regulatory framework to guide development and infrastructure improvements for the Central City West (CCW) area: the area comprising some 465 gross acres bounded by the Harbor Freeway on the east, the Hollywood Freeway on the north, Olympic Boulevard on the south, and on the west by Glendale Boulevard, Witmer and Union Avenues. At build out, by the year 2010, the plan would provide 35 million square feet of non-residential space and 12,000 dwelling units.

The CCW transit access improvement plan calls for \$331 million in transit improvements, including a Metrorail station, pedestrian or automated linkage to a planned LRT station, and Bus/HOV transitways. In addition the specific plan proposes \$149.3 million in freeway improvements, to be implemented in four phases, and \$99.3 million in local street improvements. A Transportation Demand Management (TDM) program would promote transit and HOV modes over single-occupant vehicle (SOV) travel. It is planned to improve access to the CCW and LACBD via bus and HOVs by: (1) extending the Harbor Freeway Elevated Transitway from the Northern Terminus; and, (2) providing an elevated transitway to Glendale Boulevard north of the Route 101 Freeway, an at-grade facility would extend north to the Route 2 Freeway where it could tie in later with an anticipated HOV facility in the the median of the Glendale Freeway. The proposed extension of the Harbor Freeway Transitway alone would require \$100.8 million of transit access improvement funds.

Because Caltrans is the State's Trustee Agency for freeways and State Highways in California it was logical for the agency to have input into the planning process of the CCW proposal. To mitigate the transportation impacts of the CCW proposal on the freeway system in the downtown area, several transportation improvements have been proposed. Caltrans has permit granting authority for any request to modify freeway interchanges, extend transitways, add lanes to

freeways, etc. Caltrans would automatically become a responsible agency under CEQA for such proposals. Caltrans was a part of an informal team that provided the Los Angeles planning commission with a preliminary blueprint for circulation and access objectives for the greater downtown area. In addition to Caltrans this informal team had representatives from the Los Angeles Departments of Transportation and City Planning, the Los Angeles Community Redevelopment Agency, the Los Angeles Central City Association, Center City West Associates, DKS Associates, Linscott, Law and Greenspan Associates, and A.C. Martin Associates.

The purpose of the foregoing discussion was to disclose the overall planning effort, with particular emphasis on the transportation element, that went into the CCW Specific Plan and Caltrans' role in it. But to return to the proposed extension of the Harbor Freeway Transitway, which is your main concern. You contend that the "hanging" in space transitway will be extended and the cumulative environmental impacts on the hospital begs to be addressed in a Supplemental EIR, not swept under the rug of an ND and FONSI.

Because Caltrans favors the promotion of LRT and HOV modes of travel as ways to reduce vehicle-miles-traveled (VMT) on the region's freeways, we do not oppose the concept of extending the Transitway into the CCW area. However, Caltrans is not the project proponent of any such extension of the transitway. If the Harbor Freeway Transitway is so extended the project proponent would most likely be either the Department of City Planning or the Community Redevelopment Agency (CRA) of the City of Los Angeles. Which ever of these city agencies was the project proponent it would become the lead agency under CEQA and have to prepare a DEIR addressing several alternatives and their environmental impacts, including impacts on the Orthopaedic Hospital. As already stated Caltrans would become a Responsible Agency under CEQA, and we would have permit granting authority.

However, at this time many uncertainties regarding the transitway's extension make it impractical for Caltrans to make any meaningful assessment of cumulative impacts. We have no idea as to when the city would want to construct the project. Nor has the city made any ridership forecasts. But of even more concern to Caltrans is the feasibility of the proposal. In the already referenced engineering feasibility report done by the Bechtel Corporation for the CCWA three general design concepts are presented, beginning

on page 36. Of great concern to Caltrans is how these alternatives will traverse the I-10/I-110 Interchange area. One of the critical engineering details to be resolved is the placement of support columns for the Transitway structures. There was also the question of design speed compatibility with the Transitway now under construction. Until these feasibility questions are resolved, and a reasonable range of alternatives developed, any environmental analysis of the Transitway extension in a Caltrans Northern Terminus environmental document would be totally speculative and without meaning.

11. As already discussed in comment #10 Caltrans cannot address the cumulative impacts of extending the Harbor Freeway Transitway in any meaningful way. If the Transitway is ever extended to the CCW area the city of Los Angeles would have to circulate a DEIR addressing the impacts of alternatives, hold a public hearing, select a preferred alternative, distribute an FEIR, etc. But to address the impacts of the Northern Terminus proposal, the potential loss of more than \$100 million in revenue will not occur because of the minimal impacts caused by the downscoped Alternative A. Please refer to our responses to the January 4, 1991 correspondence from the Orthopaedic Hospital to Caltrans, where the downscoped nature of Alternative A and subsequent mitigation of impacts on the hospital are discussed. This correspondence and our comments can be found in the Responses to Comments received during the June 27, 1991 Public Hearing. Caltrans will continue to work with the Orthopaedic Hospital in any way it can to ensure that the impacts on their facility remain minimal.

## Section B. Public Hearing Comments

The following are summaries of substantive verbal comments made at the June 27, 1991 public Hearing. One individual and a law firm who made statements at the hearing also submitted written comments. The responses are contained in Section A, written comments. The law firm also submitted written comments at the Public Hearing and incorporated them into the public record by reference. These incorporated materials, and Caltrans' responses, are included here.

Mr. Michael J. Pfaff, President  
Los Angeles Orthopaedic Foundation  
Orthopaedic Hospital

Mr. Pfaff gave a detailed account of the founding and history of the Orthopaedic Hospital going back to 1918. He spoke of how the hospital works with the University of Southern California to give some \$3 million per year in charity services to underprivileged children and adults. Of their clientele he said 55% were children and 45% adults, and a large percentage of the children are from minority groups. He said that it was the largest privately owned hospital of its kind in the United States, and the only other institution like it was in New York. The hospital specializes in the treatment of bone, joint, and muscle disorders.

Concerns raised by Mr. Pfaff specific to the Northern Terminus proposal are as follows:

1. He requested that Caltrans show some compassion for the Orthopaedic Hospital given its role as a major provider of charity health care in the greater Los Angeles area. In his view Caltrans showed little concern regarding the potential impacts of the Northern Terminus proposal on the hospital.
2. Maintaining access to the hospital was considered most important. It was asserted that if access to the hospital were not maintained emergency vehicles would be curtailed in their efforts to get accident victims to the hospital immediately following an injury, when surgical aid is most beneficial and better able to prevent long term defects. He spoke of the possibility of the hospital losing the free services of participating physicians if access is curtailed.
3. Surgical suites are below ground at the hospital and very intricate surgical procedures are conducted there. These procedures include micro surgery and laser surgery. A patient could suffer permanent damage if, during the course of these types of procedures, the instruments are disrupted by vibrations.
4. The potential for adverse noise and dust impacts was raised. Dust from construction activities was of particular concern because the air intake valves to the hospital were said to be on the freeway-side of the facility.
5. If the Northern Terminus project were to result in serious impairment of the delivery of services provided by the hospital, no one else will provide this type of charity care.

Response to Mr. Michael J. Pfaff

Comments:

1. Caltrans has been aware of the Orthopaedic Hospital's role as a major charity health care provider for some time now. It is not our desire to cause the hospital to suffer unnecessary impacts. Indeed, Caltrans has been working with the hospital, and others in the community, for the past year to develop an alternative that was less disruptive to all concerned. We will work with the hospital in every possible way to insure that impacts are minimized.
2. All existing routes and access to the Orthopaedic Hospital will be maintained during and after the LADOT's TSM plan is implemented. We have acknowledged the special need and specifically designed a contra-flow lane to the hospital on an otherwise one-way arterial on Flower Street.
3. Refer to Caltrans' responses to the January 4, 1991 correspondence of Mr. Lew E. Coppersmith, of the Orthopaedic Hospital. See our Comment #2.
4. See Comment #3.
5. See Comment #2.

Mr. Robert I. Gluckstein, Property Owner  
2315 South Flower Street

Mr. Gluckstein is the owner of the 4-story, 62-units, apartment building at 2315 South Flower Street. He complained that he had never been notified of the Northern Terminus proposal, even though he was a major property owner in the area. In his opinion Caltrans did not properly maintain the landscaped area adjacent to the abandoned northbound freeway on-ramp near his property, citing rodent infestation. His experiences as a landlord to low income tenants were related. In his opinion he did a better job than the government in providing housing to low income people.

A summary of Mr. Gluckstein's project related concerns are as follows:

1. He was not informed of the Northern Terminus proposal until the late date of June 7, 1991.
2. Children of tenants in his apartment building often play in the hospital-owned parking lot next door, and he viewed this as a safety problem which could be exacerbated by the proposed project.
3. He wants more cooperation from Caltrans in the future regarding the Northern Terminus proposal.
4. The need of a 14 foot high soundwall by his apartment building was questioned. Such a wall would merely block his tenants view.



Response to Mr. Robert I. Gluckstein

Comments:

1. See Section A, Written Comments, Response to Mr. Robert Gluckstein, Comment #1.
2. See Section A, Written Comments, Response to Mr. Robert Gluckstein, Comment #2.
3. See Comment #1.
4. See Comment #2.

Mr. Elie Dinur, owner of Midas Muffler  
2424 South Figueroa Street

Mr. Dinur raised specific concerns about the impact of the proposal on his business. These specific concerns are as follows:

1. During the 1984 Olympics a one-way street conversion, similar to the one proposed for the Traffic System Management (TSM) plan element of the Northern Terminus proposal, was implemented to enhance traffic circulation in the Coliseum area. According to Mr. Dinur the one-way conversion worked great for traffic flow but nearly caused his business to close. He also wanted to know if any studies had been made of the impacts on businesses of similar street conversions.
2. Would there be a decline in property values due to the close proximity of a high volume traffic lane, due to roadway widening?
3. What street would be most affected during construction, due to storage of various construction equipment?
4. The curbs in front of his business establishment were painted red during the 1984 Olympics, and he questioned if this was still necessary.

## Response to Mr. Elie Dinur

### Comments:

1. The one-way street conversions that were implemented during the 1984 Olympics are different from the conversions being proposed in conjunction with the Northern Terminus proposal. During the 1984 Olympics, Figueroa Street was striped as a one-way southbound roadway with one lane designated exclusively for buses between 11th Street in downtown and 39th Street at the Coliseum. Flower Street was striped for one-way northbound operation during that time.

By contrast, the proposed Traffic Systems Management (TSM) plan of the Los Angeles Department of Transportation (LADOT) would maintain two-way operation on Figueroa Street, but with offset striping to provide 5 northbound lanes and 2 southbound lanes. Plus a two-way left-turn lane between Washington Boulevard and Exposition Boulevard. Flower Street would be one-way southbound, but with a northbound "contra-flow" lane provided between Adams Boulevard and 23rd Street to satisfy the access and circulation needs of the Orthopaedic Hospital.

During the 1984 Olympics the objective of the one-way conversions of Flower and Figueroa Streets was to expedite the flow of traffic between the LACBD and the Coliseum. All other considerations were subrogated to that end. It was a special and limited term condition with one purpose in mind - get folks to the Olympic games. The proposed TSM plan takes the consideration of the business community into account. We do not expect Mr. Dinur to encounter the adverse impacts that he did in 1984, since both northbound and southbound access to Mr. Dinur's business will be maintained.

Aside from the fundamental differences and factors considered, in the two street conversion scenarios just discussed, it is worthwhile to mention a few of the demographic trends that were in place during the 1984 Olympics. These demographic trends more than likely contributed to the decline in business volumes that Mr. Dinur experienced. One of these trends was for many people to take vacation during the Olympics so as to be out of town and away from the anticipated "traffic crunch." Another such trend was for motorists to stay clear of the general Coliseum area (where Mr. Dinur's place of business is) so as to avoid the onrush of Olympics thrill seekers. And there was the festive mood that prevailed during the Olympics, which does not induce consumers to make auto repair decisions. Needless to say, these trends will not be in effect when the proposed TSM plan is implemented.

As to being aware of any studies being done on the impacts on businesses of one-way street conversions, Caltrans is not aware of any. However, we are aware of the general opposition of strip commercial business districts to one-way street conversions. Their perception is that such conversions will limit access to their business and cause a decline in patronage. Traffic engineers dispute this claim, saying that improved traffic flow would in fact bring more business into an area. Central business districts, such as downtown Los Angeles, generally do not oppose one-way street conversions. One-way street patterns are common in civic center or "down town" areas throughout the State. Excellent examples of this are the central business districts of Los Angeles, Sacramento, and San Francisco.

2. A decline in property values would not be related to the width of sidewalk, or in providing a "standard" width for a major street.
3. Figueroa Street would be affected as we widen the street, and Adams Boulevard and the bridge over the Freeway will be affected the most. The city will require that 2 lanes be provided in each direction at all times, and that accesses to all driveways be maintained. The city street with the most reconstruction will be Flower Street along the eastside between 28th Street and Adams Boulevard. Huge retaining walls will be built along the Freeway right-of-way closing the eastside curb lane of Flower Street to accomplish the construction. There will be no storage of equipment and materials on city streets.
4. The curbs in front of his business were painted red during the Olympics because there was not a minimum 19 foot distance between the curb and nearest lane marker, as required by city ordinance. However, the proposed widening of Figueroa Street will allow curb parking for businesses during off-peak periods. The traffic conditions will also be monitored to see if parking could be allowed even during peak periods.

Mr. H. Randall Stoke, Latham & Watkins  
Attorneys at Law, for Los Angeles Orthopaedic Hospital

Mr. Stoke mentioned that the 1990 environmental document was totally deficient. And he went on to state that the 1991 environmental document was also deficient. He then discussed the specific reasons why the 1991 document was deficient. These perceived deficiencies are as follows:

1. The question of rebuilding the Flower Street and Adams Boulevard Bridges over the Harbor Freeway was raised. Mr. Stoke saw no reason not to rebuild the bridges as part of the Northern Terminus Proposal. He asserted that if the bridges were not rebuilt bad access to the hospital would result.
2. In his view there was a need to define the period of time when interference to the hospital would occur, due to project construction activities. Without a definition of this period of access interference he viewed the document as totally deficient.
3. The project was not adequately described. He saw Alternative A as a fragment of a larger and inevitable project. In his opinion the extension of the HOV viaduct north to the LACBD, and the reconstruction of the Adams Boulevard and Flower Street Bridges, were part of this larger project. He felt that the impacts on the hospital of this larger project should be addressed, otherwise the document is deficient.
4. To add credibility to his view of a larger project Mr. Stoke presented two pages from a report that he had obtained from another source. One page was text material from the report, the other was a map of the I-110/I-10 Freeway Interchange area with a line (representing a possible extension of the Transitway) drawn on the west side of the Harbor Freeway. To Mr. Stoke these pages proved that there were plans afoot to extend the Transitway and that Caltrans was an active participant.

In addition to the two pages just mentioned he submitted, several correspondences to Caltrans from Latham & Watkins and the Orthopaedic Hospital, to the Caltrans Panel at the June 27, 1991 Public Hearing. He requested that this material be made part of the public record by reference, and this was done. The dates of these correspondences are (1) June 25, 1991; (2) March 25, 1991; (3) May 24, 1991; and, (4) January 4, 1991. All of these correspondences are included here, along with Caltrans' responses to them. The forgoing issues raised by Mr. Stoke at the Public Hearing are also contained in these correspondences, and cross referencing is utilized where appropriate.

Response to Mr. H. Randall Stoke

Comments:

1. Refer to Caltrans' responses to the May 24, 1991 correspondence of Mr. Dennis C. Poulsen, Chairman of the Board of Trustees, Orthopaedic Hospital. See our Comment #1.

Also refer to Caltrans' responses to Mr. Robert K. Break, of Latham & Watkins, in Section A, Written Comments. See our Comment #8.

And refer to Caltrans' responses to Mr. Stephen T. Parry of the RTD, also in Section A, Written Comments. See our Comment #4.

2. LADOT and Caltrans do not envision any interference for access to the Orthopaedic Hospital from Flower Street. The street will not be reconstructed; only striping changes are proposed. The final striping provides for an off-set striping on Flower Street between 23rd Street and Adams Boulevard, which allows for 2-way operation. The period of time required to install the final striping will be no more than 2 days, and the street will be opened during that installation work.
3. Refer to Caltrans' responses to Mr. Robert Break, in Section A, Written Comments. See our Comment #10.
4. See Comment #3 above.

## LATHAM & WATKINS

PAUL R. WATKINS (1899-1973)  
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Mr. Ronald J. Kosinski  
Chief Environmental Planning Branch  
Department of Transportation, District 7  
120 So. Spring Street  
Los Angeles, CA 90012

In Re: 07-LA-110 PM 20.2/21.2  
Northern Terminus  
Harbor Freeway Transitway  
SCH 90010979.

Dear Mr. Kosinski:

This letter is written on behalf of our client, Los Angeles Orthopaedic Hospital, in response to the Caltrans publication of May 28, 1991, under your signature, regarding the above subject matter.

This is a project which is in the same area as that which was the subject of Caltrans' previous environmental action of 1985 and Caltrans' environment review of December 18, 1989, namely southerly of 23rd Street. The submittal of May 28, 1991, contains many alternative plans within the same area which have also been the subject of correspondence to Caltrans by and on behalf of the Hospital dated May 11, 1990, January 4, 1991, March 25, 1991, May 24, 1991, an undated document entitled "Orthopaedic Hospital, Caltrans Impact Report" and other verbal communications to the Caltrans Staff. All of those submissions are incorporated herein by this reference. In the letter of May 24, the Hospital urged a specific course of action which the publication of May 28, 1991, does little to clarify.

Mr. Ronald J. Kosinski  
June 25, 1991  
Page 2

① Although the publication purports to be an environmental document, it fails. The publication is not suitable for a negative declaration. There are major impacts: noise, access, vibrations, air quality, seismic, increases in traffic and congestion, completeness of project description, controversy and others. There is no analysis of these matters on the hospital for the multitude of proposals included in the publication.

Orthopaedic Hospital is a major provider of health care to the general Los Angeles community as well as crippled children in the broad geographical area. It is one of the largest charity care institutions in Southern California and provides over Three Million Dollars per year in free care. It is important to the entire community that Caltrans be cognizant of the Hospital when developing its plans.

② If one can gain anything from the publication of May 28 one would believe that the preference of Caltrans is Alternative A. figure II-1, without the bridges on Adams Boulevard and Flower Street. Los Angeles Orthopaedic Hospital wrote to Caltrans a letter dated May 24, 1991, suggesting such a resolution including the bridges. However, Alternative A as now proposed is simply a fragmented proposal of a greater project since it omits the two bridges and leaves the HOV Viaduct hanging in space. The Viaduct is within the project area. It is obvious that the Viaduct must be completed. But where and at what elevation? The improvements shown in green and red are only parts of the total project. The omitted bridges are essential. To omit the impacts and a discussion of the Viaduct and the bridges simply prolongs the life of the project many, many more years, to the continuing detriment of the Hospital.

When an entire project is not described, or to fragment a project, as is the case here, then appropriate comments cannot be made, nor can appropriate mitigation be developed.

③ Whatever Caltrans does will have an effect on the Hospital, the extent of which is outlined partially in the January 4, 1991 letter. This will be true whether the project is fragmented or developed as a whole.



Mr. Ronald J. Kosinski  
June 25, 1991  
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The Hospital as a member of the Los Angeles community, in addition to its health care responsibilities, wishes to be a good citizen and does not wish to interfere with the ability of Caltrans to develop and construct a project. Unfortunately, the Caltrans representatives who have met with the Hospital appear to be limited in authority in advising of current plans. Meaningful dialogue has been lacking. Accordingly, based on the record before the Hospital, the Hospital can only make the comments and references set forth above. It is hoped that Caltrans will some day decide to describe and environmentally review the entire project so that appropriate environmental and mitigation consideration can be made and the project can go forward. The submittal of May 28, 1991, however does not meet that necessary threshold.

Respectfully submitted

LATHAM & WATKINS

By 

H. Randall Stoke  
Attorneys for

Los Angeles Orthopaedic Hospital

Response to: Mr. H. Randall Stoke  
Attorney  
Latham & Watkins  
(for Orthopaedic Hospital)  
6-25-91

Comments:

1. Refer to Caltrans' responses to Mr. Robert K. Break, of Latham & Watkins, in Section A, Written Comments. See our Comment #'s 1 thru 7 where air, noise, vibration, and traffic impacts in the vicinity of the Orthopaedic Hospital are discussed, and studies done in the 1991 Environmental Assessment are referenced.
2. Refer to Caltrans' responses to Mr. Robert K. Break, in Section A, Written Comments. See our Comments #'s 8 and 10.  
  
Also refer to Caltrans' responses to Mr. Stephen T. Perry, of the RTD, in Section A, Written Comments. See our Comment #4.
3. Refer to Caltrans' responses to the January 4, 1991 correspondence of Mr. Lew E. Coppersmith of the Orthopaedic Hospital. See our Comment #2.

**Orthopaedic** Hospital



March 25, 1991

Mr. Jerry Baxter, Director  
CalTrans, District 7  
120 South Spring Street  
Los Angeles, CA 90012

RE: HARBOR FREEWAY TRANSITWAY-NORTHEEND TREATMENT

Dear Mr. Baxter:

On January 4, 1991, we wrote a letter regarding CalTrans' proposed relocation of the Harbor Freeway Transitway on- and off-ramps southerly of the Orthopaedic Hospital, and the proposed decision of CalTrans not to build any raised viaduct in front of the hospital. Having the ramps away from the hospital will reduce disruption to the operations of the hospital in comparison to your initial viaduct proposal.

The City of Los Angeles has presented to us a modification of your recent proposal which includes a new at-grade bus/HOV bypass roadway on the west side of the freeway and replacement of the Adams Boulevard bridge in its present location. Under the City plan, the transitway ramps will still be located south of Adams Boulevard and away from the hospital. See copy of attached plan.

① We are further advised by representatives of DOT that the Flower Street bridge widening is intended to accommodate further widening of Flower Street, south of 23rd Street, for the proposed Blue Line extension on the westerly side of Flower Street and that it is the present intention of the city to provide two-way traffic on Flower Street between Adams Boulevard and 23rd Street. This configuration would permit continuation of present Flower Street access to the Hospital. Further, we are advised by DOT that there will be no raised transportation structures in front of the hospital and that the City will, in cooperation with CalTrans, assure an appropriate transition from the Adams Boulevard exit to Flower Street north, and appropriate signage and striping will be provided. We would appreciate the opportunity to review the signage, signalization and striping plans, when available.

Jerry Baxter, Director  
March 25, 1991  
Page 2

② We also would like assurances that the planned northbound HOV offramp and associated traffic flow will not prevent future use of Palm Drive as access point into the hospital.

③ Under these circumstances, the hospital would not object to a peremptory resolution of the environmental issues and early construction. The hospital would, of course, continue to look to CalTrans for any damages that would be suffered as a result of the construction and operation of the project and we will need to review definitive plans as they are developed to help assess potential financial impact.

We look forward to appropriate council action to confirm the understanding set forth above, which is a condition precedent to the hospital's acceptance of the procedure suggested to resolve the environmental concerns.

Very truly yours,



Dennis C. Poulsen, Chairman  
Board of Directors

cc: Council Office, Ninth District  
Councilman Holden  
Jerry Fadem  
Randy Stoke  
S E. Rowe  
Bill Bicker

Response to: Mr. Dennis C. Poulsen, Chairman  
Board of Directors  
Orthopaedic Hospital  
3-25-91

Comments:

1. With regards to the widening of Flower Street, south of 23rd Street, and the extension of Light Rail Transit refer to Caltrans' responses to Mr. Stephen T. Parry in Section A, Written Comments. See our Comment #4.

For a discussion of the transition from Adams Boulevard to northbound Flower Street refer to Chapter II, Alternatives, where Alternative A is discussed. Caltrans and LADOT will provide an opportunity for the Orthopaedic Hospital to review the signage, signalization and striping plans, when available.

2. Caltrans sees no reason why the northbound HOV off-ramp to Adams Boulevard would prevent the future use of Palm Drive as an access point in to the hospital. In fact we have wondered why it was not in current use; it is a logical alternative access point into the hospital parking lot. Its use as an access point would be largely a matter between the hospital and LADOT. However, Caltrans and LADOT are both of the opinion that vehicles should only be allowed into the hospital parking lot at this location, because of the close proximity to the northbound freeway and HOV off-ramps directly across Adams Boulevard. There is the potential for a motorist exiting the parking lot to try and access these ramps against opposing traffic: A potential wrong way driver situation.
3. Refer to Caltrans' responses to the January 4, 1991 correspondence of Mr. Lew E. Coppersmith, of the Orthopaedic Hospital. See our comment #2.



May 24, 1991

Jerry Baxter, Director  
CalTrans, District 7  
120 South Spring Street  
Los Angeles, CA 90012

Dear Mr. Baxter:

We would like your help in reviewing the position of CalTrans regarding plans for construction of the Harbor northbound terminus.

As you know, there has been correspondence and ongoing discussions between Orthopaedic Hospital, CalTrans, the California Department of Transportation and other representatives for well over one year.

Based on these discussions as well as correspondence from your office from Jack Hallin, Deputy District Director of the Department of Transportation, as well as meetings with a number of CalTrans officials, we believed that we had a basic understanding regarding plans for the northbound terminus.

In late December your office presented plans to us indicating that the northbound terminus of the Harbor Freeway HOV lanes would be at Adams Boulevard and the access point for the southbound HOV lanes would be well below Adams Boulevard at approximately 32nd Street. We felt that these modifications in the CalTrans plans went a long way in mitigating the project's impact on Orthopaedic Hospital.

However, we requested that you consider reconstruction of the Flower and Adams Street bridges as part of the overall project. It is our understanding that the bridges do not meet current seismic standards and would need to be replaced in the next few years. In order to alleviate an unduly long period of disruption, we urged CalTrans to include the bridge construction in the current project plans.

① On May 3, 1991, Mr. McCarthy, the Administrator of Orthopaedic Hospital met with Jack Hallin and a number of CalTrans representatives. At that meeting, CalTrans indicated that the plans to proceed with the widening and restructuring of the Adams and Flower Street bridges would be in the initial construction phase of the I110 terminus project and promised to provide detailed plans and drawings for review within the week. On May 8, Mr. McCarthy received

Jerry Baxter, Director

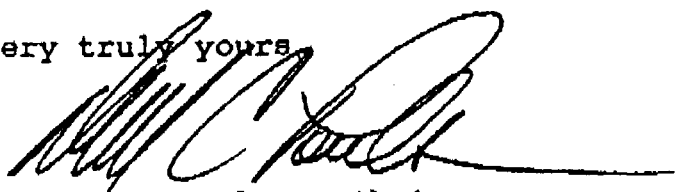
May 24, 1991

② a call from Paul Ig indicating that the reconstruction and widening was no longer feasible and that in fact CalTrans is now considering plans under which the I110 southbound HOV access would begin immediately in front of Orthopaedic Hospital. This is a reversion back to the original plans which were abandoned in December, 1990.

Needless to say, we are concerned and baffled by the constant changes in CalTran's plans regarding the I110 terminus project and at this point have no clear understanding of your plans for this important project.

It is very disappointing that after a full year of discussions we have made little or no progress in resolving issues between CalTrans, Orthopaedic Hospital and the surrounding communities. We therefore urge you to please develop a detailed plan and statement delineating the position of CalTrans regarding the northbound I110 terminus project. We would be pleased to meet with you again to review these plans which hopefully will be in a final form.

Very truly yours,



Dennis C. Poulsen, Chairman  
Board of Trustees

cc: Carl Covitz  
Randy Stoke, Esq.  
L. Boyd Higgins

Response to: Mr. Dennis C. Poulsen, Chairman  
Board of Directors  
Orthopaedic Hospital  
5-24-91

Comments:

1. Your account of the May 3, 1991 meeting of Caltrans representatives and Mr. McCarthy of the Orthopaedic Hospital is accurate. At the time Caltrans agreed to the demolition and reconstruction of the Adams Boulevard and Flower Street Bridges, essentially on their existing alignments, wider 80-foot roadbeds. Caltrans agreed to this action largely because LADOT desired more traffic handling capacity on both bridges. Caltrans concurred with LADOT's assessment of needed capacity on Adams Boulevard due to HOV needs, but didn't feel that additional capacity was needed on Flower Street. Nonetheless, Caltrans agreed to replace both bridges because they are physically connected, and to replace one would necessitate replacing the other.

However, after Caltrans District 7 staff submitted the bridges reconstruction proposal to our Structures Department in Sacramento for review, we were informed that it was infeasible. The primary reason given for this infeasibility was that the resulting hinge point, where the reconstructed bridge structures would connect, would protrude out into the number 4 lane of the southbound Harbor Freeway. The consequences of this is that some of the southbound lanes of the Harbor Freeway would have to be shut down for a considerable time during construction, and the public would find this unacceptable. In addition, the new Flower Street overcrossing would be raised 2-3 feet to provide for necessary falsework and the 16.5 feet interstate verticle clearance. This would cause major revisions to the hospitals curb line and access area.

Due to this determination from Structures, and the lingering uncertainty of an approved alignment for Light Rail Transit, Caltrans decided to drop plans to reconstruct the bridges, at least for the time being. It has been decided to widen the existing Adams Boulevard bridge by removing portions of the existing pedestrian walkways to gain additional travelway for motor vehicles, and attaching pedestrian walkway structures to both sides of the bridge to accommodate pedestrians. For a discussion of bridge structures replacement and the approval of an LRT line by the LACTC refer to Section A, Written Comments, Caltrans' response to Mr. Stephen T. Parry. See our comment #4.



2. Caltrans has no plans to pursue any of the alternatives featuring HOV on- or off-ramps to 23rd Street, in front of the hospital. Alternative A, with HOV ramps south of Adams Boulevard, is the preferred alternative for the Northern Terminus.



January 4, 1991

California Department of Transportation  
District 7  
120 South Spring St.  
Los Angeles, CA 90012

Attn: Jerry Baxter

Re: Los Angeles Orthopaedic Hospital  
I-110 Transitway Northerly Terminus Project

Dear Mr. Baxter:

This confirms the December 11, 1990 meeting at Cal Trans attended by representatives of Orthopaedic Hospital, CalTrans, the Los Angeles City Department of Transportation, and the Los Angeles County Transportation Commission, during which Cal Trans assured Orthopaedic Hospital that consideration will be given to relocating and revising the project southward so it is not opposite the hospital.

CalTrans' consideration of an alternate revised project location has the potential for a "win-win" outcome. CalTrans' project will be many tens of millicns less costly because damage to the hospital will be diminished and Orthopaedic's ability to continue delivering unique health services will suffer less disruption and loss.

① So that you understand why we so urgently favor selection of the southerly alternate project site, following is a partial list of the advantages gained by moving the project south.

- o Lessen damaging physical interference with hospital operations and the consequent structure adaptions.
  
- o Lessen the damaging impacts of vibration, noise, fumes, dust and air quality deterioration on patient welfare and hospital functions.

Jerry Baxter  
January 4, 1991  
Page 2

- o Vehicle and pedestrian traffic flow and access problems will be reduced but there will still be serious problems as the relocated and revised project was explained to us. We continue to be concerned about northbound and southbound surface traffic and access to the west entrance of the hospital. Emergency access cannot ever be impaired. Surgeries need to be on schedule, or physicians will go to their hospitals.
- o Eliminate the necessity of relocating and/or retrofitting service centers such as intensive and emergency care, to attempt to adapt to the degraded environment.
- o Mitigate some of the potential loss of 33% of patient population during the 36 months of construction and loss of 25% of patient population during the following 24 months.
- o Mitigate possibly, the loss of revenue from microscopic hand surgeries which cannot be performed in the presence of vibration, as well as loss of the entire practices of hand surgeons (potentially a \$5 million annual revenue loss).
- o Mitigate some of the expected loss of other physicians to hospital without access and environmental problems. (Pulmonary specialists are particularly unwilling to practice in degraded air quality.

Jerry Baxter  
January 4, 1991  
Page 3

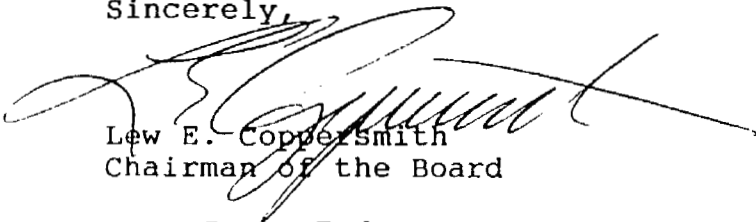
- o Mitigate personnel turnover and losses as well as replacement recruiting problems.
  
- o Lessen estimated \$16 million first-year revenue loss and up to a minimum of \$54 million loss over the term of construction and recovery.

②

We enclose our "in house" study which quantifies some of our operating losses at well over \$50 million if the project were as outlined in the present environmental documents.

We will appreciate your supplying us at the earliest time possible with the full draft EIS for your revised project.

Sincerely,



Lew E. Coppersmith  
Chairman of the Board

cc: Jerry Fadem  
Randy Stoke  
Cleavon Govan

**ESTIMATED FINANCIAL IMPACT OF THE  
CALTRANS PROJECT**

I.	AFFECT ON INPATIENT SERVICES	TOTAL	1ST YEAR
	o Loss of Hand Surgeries	21,000,000	4,200,000
	o Move of ICU	280,000	280,000
	o Delays in Surgery	795,000	265,000
	o Maintenance of Sterilized Equipmt	64,000	21,333
	o Loss I.P. Rev-Net of Hands	7,622,000	2,540,000
	o Loss of O.P.	3,894,000	1,525,000
	o Additional I.P.	4,347,000	2,185,000
	o Recruitment of Staff	156,402	52,000
	o Loss of Heliport Transportation	331,075	110,354
	o Decline in 1st Injury Cases	373,200	124,400
	o Decline in Physical Therapy	<u>931,200</u>	<u>100,000</u>
		39,793,477	11,413,706
II.	AFFECTS ON OUTPATIENT CLINICS		
	o Loss of Patient Revenue	9,070,000	1,814,000
III.	AFFECT ON RESEARCH ACTIVITIES		
	o Loss of Productive Research Biomechanics Lab	1,200,000	400,000
	o Loss of Revenue & Research Funds Electronmicroscope	366,000	122,000
	o Other Losses in Productivity	<u>700,000</u>	<u>233,000</u>
	TOTAL RESEARCH	2,266,000	755,000
IV.	SECURITY		
	o Provision of Additional Security for Adams Street Entrance	390,000	70,000
V.	ENGINEERING		
	o Change HIV Filters to Reduce Dust & Pollution	200,000	40,000
	o Seal Windows to Reduce Pollution	<u>90,000</u>	<u>90,000</u>
	TOTAL ENGINEERING	290,000	130,000
VI.	CONSTRUCTION COSTS		
	o Modify Flower St. Entrance	500,000	500,000
	o Rework of Rear Entrance to Accommodate Adams St. Entrance	<u>1,200,000</u>	<u>1,200,000</u>
	TOTAL CONSTRUCTION	1,700,000	1,700,000
	GRAND TOTAL	<u>\$53,509,000</u>	<u>\$15,882,000</u>

Response to: Mr. Lew E. Coppersmith  
Orthopaedic Hospital  
1-4-91

Comments:

1. Caltrans agrees that moving the project south would substantially mitigate any potential adverse impacts on the Orthopaedic Hospital. And we have in fact done just that. Alternative A, our preferred Alternative would move the Transitway and on- and off-ramp structures to south of Adams Boulevard.
2. Caltrans is recommending the downscaled Alternative A which moves project impacts away from the hospital. The advantages summarized by this letter coincides with Caltrans rationale for pursuing Alternative A. Caltrans and the City of Los Angeles Department of Transportation will continue to work with representatives of the Orthopaedic Hospital to ensure that:
  - There will be no damaging physical interference with hospital operations.
  - There will be minimal vibration, noise, fumes, dust and air quality impacts affecting patient welfare and hospital functions. Caltrans proposes to establish technical equipment monitoring sites at the hospital during construction to guarantee impacts in these areas are minimal. Heavy construction activities will be curtailed during the micro or laser surgery hour and be done during weekend or night work. Strict enforcement of noise and dust control within the specified guidelines will be initiated. Mitigation strategies will be developed with the Hospital on a contingency basis.
  - Emergency access will not be impaired since there is no major reconstruction on Flower Street or Adams Boulevard along the hospital's edge of curb. As noted above, Caltrans and the City of Los Angeles Traffic Department will work with the Hospital to refine traffic circulation plans to accommodate vehicle and pedestrian traffic flow as it relates to hospital access.
  - Relocation and/or retrofitting of Hospital service centers will be unnecessary.
  - Potential loss of patient population will not occur because of minimal project impacts. Caltrans, the City of Los Angeles and the Orthopaedic Hospital will develop contingency plans to address any project related patient complaints, as part of the project mitigation plan.

- Potential loss of laser and microscopic hand surgeries will not occur because of minimal vibration impacts. As noted above technical equipment, including vibration equipment, is proposed for use to monitor project vibrations at the Hospital. The timing of any vibration causing construction potentially impacting the Hospital will be coordinated with the Hospital's laser and microscopic surgery units.
- Potential loss of physicians will not occur because of minimal impacts on air quality. Air quality equipment will be available to monitor ambient conditions and contingency plans to mitigate any air quality impacts will be developed with the Hospital.
- Potential loss of personnel and recruiting problems resulting from the project will not occur because of minimal impacts caused by the downscooped Alternative A.
- Potential loss of revenue resulting from the project will not occur because of the minimal impacts caused by the downscooped Alternative A.

It is worthwhile to clear up a common misconception regarding air quality. This misconception is that proximity to a freeway or major highway causes a degradation in air quality. While it is true that those areas in close proximity (micro scale region) to a freeway would undergo an increase in pollutant levels (i.e., carbon monoxide, CO), these increases virtually never cause exceedances in State or National Ambient Air Quality Standards (NAAQS). In other words close proximity to a freeway does not pose a health risk.

For comparison purposes cigarette smoking poses a far greater health risk, just in terms of CO exposure, than close proximity to a freeway. And this is even true during those periods when the South Coast Air Quality Management District (SCAQMD) has air pollution episodes. The CO concentration in cigarette smoke greatly exceeds NAAQS. In fact if a heavy smoker discarded his/her cigarettes momentarily, and stood on the Adams Boulevard bridge over the Harbor Freeway during peak period traffic, he/she would experience a decrease in the dissolved CO content in his/her blood.

To be sure the greater Los Angeles area, or more accurately the South Coast Air Basin (SCAB), is a non-attainment area for various pollutants. That is, during some time of the year the NAAQS for various pollutants are exceeded. During the summer months particularly the NAAQS for ozone ( $O_3$ ) are frequently exceeded. But what is important to note is that proximity to a freeway does not exacerbate one's exposure to ozone. High ozone concentrations are omnipresent, and are experienced whether near a freeway or hiking in Griffith Park.

The reason for this phenomenon is that in general, air pollution episodes in the South Coast Air Basin are a function of meteorology (inversion layer, wind patterns, and atmospheric stability) and the area's overall pollutant burden. Freeways and highways contribute to the regional air pollution because they are sources of pollutants (i.e., Oxides of nitrogen, CO, and hydrocarbons), but proximity to such a facility does not compound this effect.

To allay the concerns of the Orthopaedic Hospital, and pulmonary specialist who practice at the facility, over the issue of air quality Caltrans will monitor ambient conditions and institute contingency plans as already indicated. For reasons previously discussed we do not expect any long range air quality problems at the hospital due to the Transitway's operation. Potential problems with fugitive dust during the construction of the Northern Terminus proposal would pose a more credible air quality problem for the hospital. But we feel that even this air quality concern would be mitigated to a level of tolerance due to the project being moved to south of Adams Boulevard, and away from the hospital. Fugitive dust would also be mitigated by watering while construction is in progress.



pile driving and foundation operations.

#### 4.7.5 Cost Estimate

The cost allocation in the Specific Plan for the Harbor Freeway Transitway from 23rd St. to 7th St. is \$100.8 million.

#### ① 4.7.6 Alternative Concept

Alternative alignments for extension of the Harbor Freeway transitway were reviewed and an alignment along the western side of the Harbor freeway is now proposed. The transitway structure would be an elevated center column support with a single traffic lane in each direction plus shoulders on each side for emergency situations. The transitway would pass under the Santa Monica freeway interchange in the first bay west of the southbound collector/distributor roadway. This position was selected to minimize impact on adjoining residential property and to allow for an elevated Harbor Freeway regional throughway at some time in the future.

Bechtel developed a plan and profile of an elevated transitway along the west side of the Harbor Freeway from 23rd St. on the south connecting with the Bixel St. transitmall. An alternative alignment on the east side of the Freeway was also considered.

Caltrans is presently building an elevated transitway in the Harbor Freeway south of 23rd Street. The section for the structure is 67 feet wide with 2 lanes each way, on a single center column support.

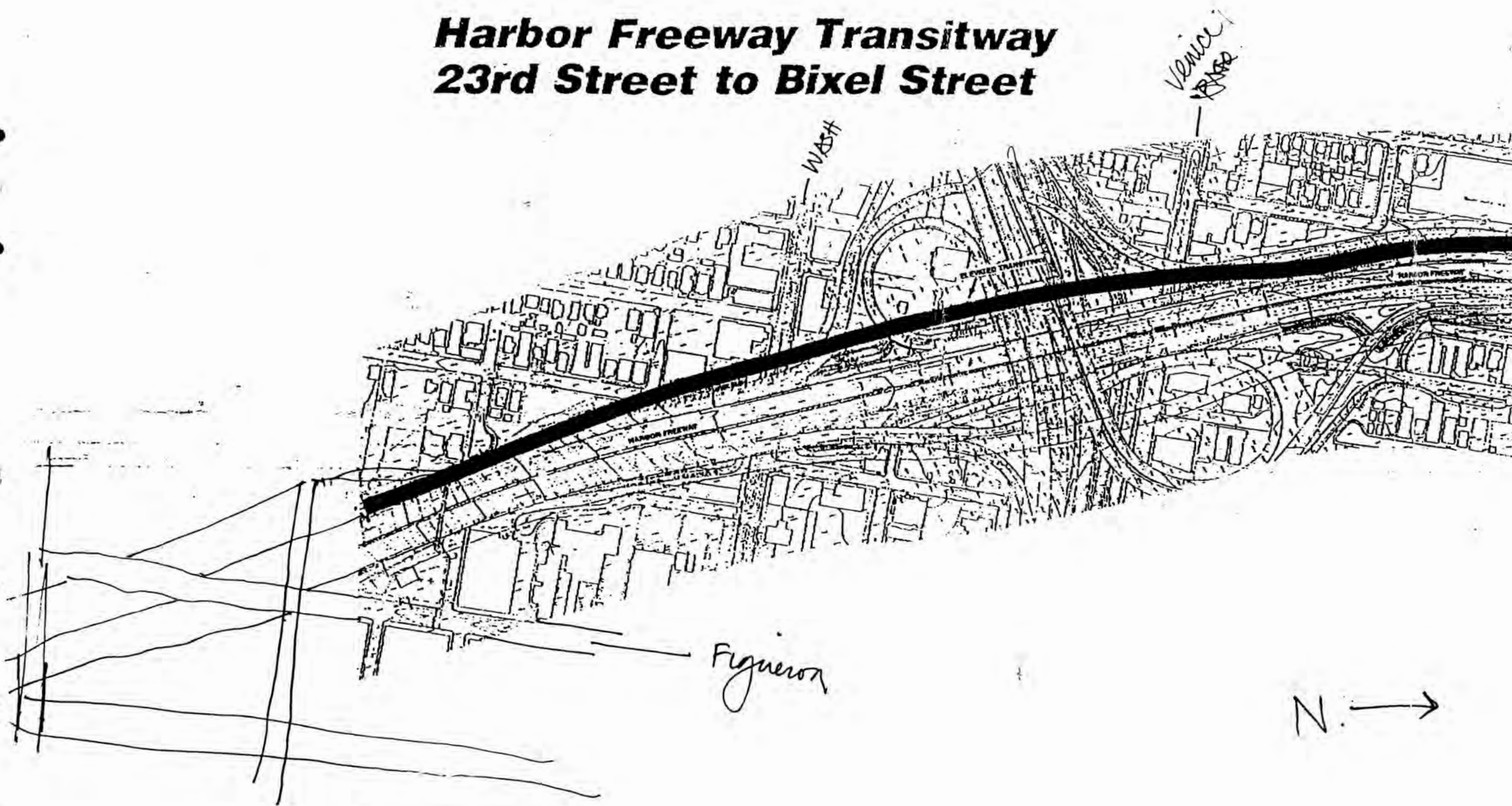
With the westside alignment of the transitway, it will still be possible to construct an elevated transit station at 12th street to access the peripheral parking areas planned for the Convention Center area.

The initial profile proposed for the west side transitway would allow a design speed of approximately 42 mph as it passes under the Santa Monica Freeway. Caltrans noted that the design speed for the transitway should be 70 mph to comply with Interstate standards since this is a federally funded Interstate Route.

An alternative profile, which would comply with the 70 mph design speed was proposed to pass over the Santa Monica Freeway. However, this was not acceptable to Caltrans since it might conflict with the future Harbor Freeway double deck regional throughway development.

The present design speed for the transitway is proposed as 42 mph. As the Caltrans desired design speed for the elevated transitway is 70 mph, a design exception would be required.

# Harbor Freeway Transitway 23rd Street to Bixel Street



**CENTRAL CITY WEST**  
Los Angeles, California

Center  
City West  
Associates

Response to: Harbor Freeway Transitway  
Information, Submitted by Mr. H. Randall Stoke,  
at the June 27, 1991 Public Hearing

Comments:

1. Refer to Caltrans' responses to Mr. Robert K. Break in Section A, Written Comments. See our Comment #10.

The following State agencies have submitted informational comments that do not require a response.

California Regional Water Quality Control Board - Los Angeles  
Region

Governor's Office of Planning and Research

## GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET  
SACRAMENTO, CA 95814

Jul 11, 1991

CLEAVE GOVAN  
STATE DEPARTMENT OF TRANSPORTATION  
120 S. SPRING STREET  
LOS ANGELES, CA 90012Subject: I-110 TRANSITWAY (NORTHERLY TERMINUS)  
SCH # 90010137

Dear CLEAVE GOVAN:

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call Tom Loftus at (916) 445-0613 if you have any questions regarding the environmental review process. When contacting the Clearinghouse in this matter, please use the eight-digit State Clearinghouse number so that we may respond promptly.

Sincerely,

A handwritten signature in black ink, appearing to read "David C. Nunenkamp".

David C. Nunenkamp  
Deputy Director, Permit Assistance

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD—  
LOS ANGELES REGION  
101 CENTRE PLAZA DRIVE  
MONTEREY PARK, CA 91754-2156  
(213) 266-7500



June 25, 1991

File: 700.260

Cleave Govan  
Caltrans  
120 South Spring Street  
Los Angeles, CA 90012

**NEGATIVE DECLARATION - REVISE PROPOSED I-110 HARBOR TRANSITWAY  
NORTHERN TERMINUS NEAR ADAMS BLVD. AND FIGUEROA BLVD, DOWNTOWN.  
SCH#90010137: CALTRANS**

We have reviewed the subject document regarding the proposed project, and have the following comments:

Based on the information provided, we recommend the following:

- We have no further comments at this time.
- The proposed project should address the attached comments.

Thank you for this opportunity to review your document. If you have any questions, please contact Eugene C. Ramstedt at (213) 266-7553.

A handwritten signature in cursive script, reading "John L. Lewis".

JOHN L. LEWIS, Unit Chief  
Technical Support Unit

cc: Terri Lovelady, State Clearinghouse

The following advertisements appeared in local newspapers, as indicated, during the circulation of the second Environmental Assessment for the Northern Terminus proposal.

The notice at right appeared in the following publications on the dates indicated.

Los Angeles Times

May 28, 1991

Watts Times

May 28, 1991

La Opinion

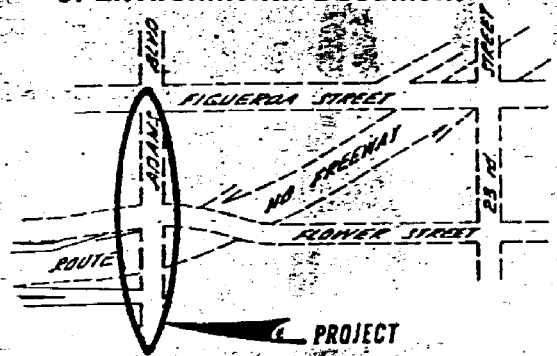
May 28, 1991

Downtown News

May 28, 1991



### Public Hearing and Availability of Environmental Document



What's Being Planned?

Caltrans will hold a Public hearing regarding the proposed Harbor Freeway/Transitway Northern Terminus, for buses and carpools in the vicinity of Adams Boulevard and Figueroa and Flower Streets.

When?

Environmental Document will be available May 28, 1991.

Where?

Public Hearing will be held on June 27, 1991 at  
Orthopaedic Hospital Auditorium  
2400 South Flower Street  
Los Angeles, CA 90007

Contact

Cleave Govan, Senior Environmental Planner  
(213) 620-2246



The notice at right appeared in the following publications on the dates indicated.

Los Angeles Times

June 24, 1991

Watts Times

June 24, 1991

La Opinion



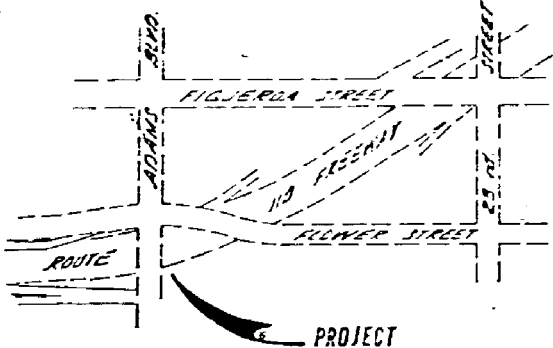
June 24, 1991

Downtown News

June 24, 1991

Southwest Wave

June 24, 1991

	<b>Public Hearing and Availability of Environmental Document</b>
	
What's Being Planned?	Caltrans will hold a Public hearing regarding the proposed Harbor Freeway/Transitway Northern Terminus, for buses and carpools in the vicinity of Adams Boulevard and Figueroa and Flower Streets.
When?	Environmental Document will be available May 28, 1991.
Where?	Public Hearing will be held on June 27, 1991 at Orthopaedic Hospital Auditorium 2400 South Flower Street Los Angeles, CA 90007
What's Available?	Project maps will be available for inspection between the hours of 4:00 p.m. and 5:00 p.m. The Public Hearing will take place between the hours of 5:00 p.m. and 8:00 p.m.
Comments?	Please submit any written comments regarding the proposed project, of environmental document, no later than July 12, 1991 to:  Ronald Kosinski, Chief Environmental Planning Branch 120 South Spring Street Los Angeles, CA 90012
Contact	Cleave Govan, Senior Environmental Planner (213) 620-2246



APPENDIX C

GRAPHICS DEPICTING HISTORIC PROPERTIES, LANDSCAPING, AND STREET LIGHTING IN THE ADAMS BOULEVARD/FIGUEROA STREET VICINITY

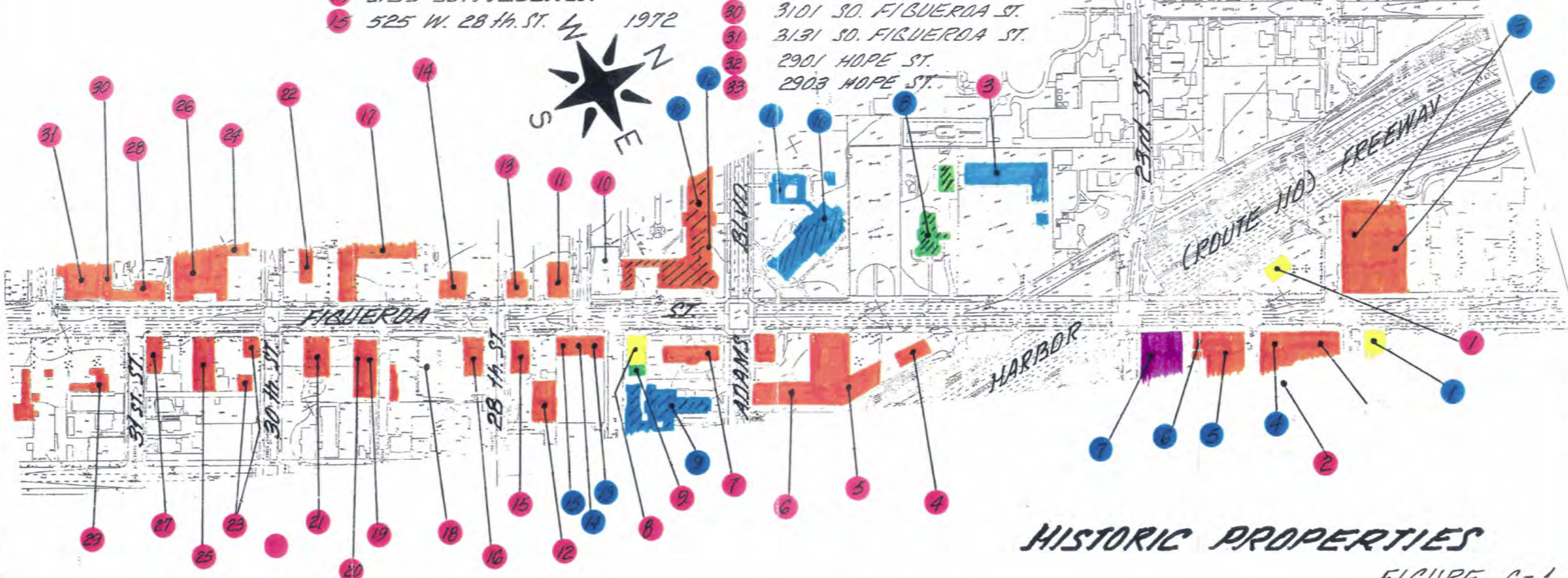
# LEGEND

- COMMERCIAL
- INSTITUTIONAL
- RESIDENTIAL
- INDUSTRIAL
- VACANT
- PRE-1945
- POST-1945

   NATIONAL REGISTER PROPERTIES

# LIST OF HISTORIC PROPERTIES

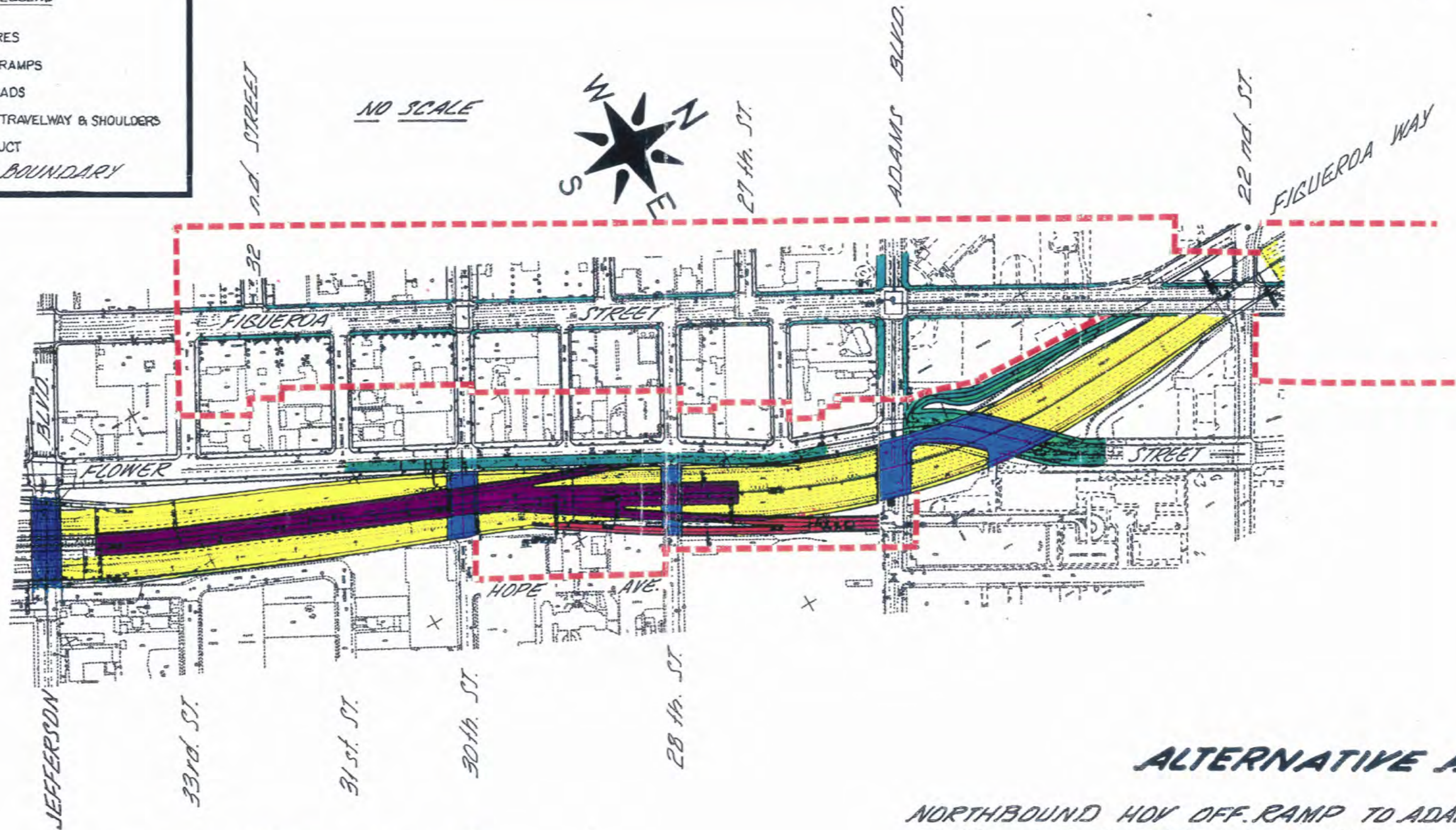
NO.	ADDRESS	CONST.	NO.	ADDRESS	CONST.	NO.	ADDRESS	CONST.
1	2105 SO. FIGUEROA ST.	1950	16	2800 SO. FIGUEROA ST.		20	2904 SO. FIGUEROA ST.	1947-ALT.
2	518 WEST 22 <sup>ND</sup> .	PRK. LT.	17	2801-2827 SO. FIGUEROA	1987	21	2912 SO. FIGUEROA ST.	1981
3	2345 SO. FIGUEROA ST.	1950	18	2828 SO. FIGUEROA ST.	1950	22	2921 SO. FIGUEROA ST.	1988
4	2424 SO. FIGUEROA ST.	1977	19	2902 SO. FIGUEROA ST.	1947-ALT.	23	3000 SO. FIGUEROA ST.	1985
5	2498-2510 SO. FIGUEROA	1986	20	2904 SO. FIGUEROA ST.	1947-ALT.	24	3001-3021 SO. FIGUEROA	1986
6	2512-2540 SO. FIGUEROA	1982	21	2912 SO. FIGUEROA ST.	1981	25	3010, 3018, 3020 SO. FIGUEROA	
7	2620 SO. FIGUEROA ST. PRK. LT.		22	2921 SO. FIGUEROA ST.	1988	26	3025 SO. FIGUEROA ST.	
8	2623 SO. FIGUEROA ST.		23	3000 SO. FIGUEROA ST.	1985	27	3026 SO. FIGUEROA ST.	
9	529 W. 27 <sup>TH</sup> ST.		24	3001-3021 SO. FIGUEROA	1986	28	3031 SO. FIGUEROA ST.	
10	605 W. 27 <sup>TH</sup> ST.		25	3010, 3018, 3020 SO. FIGUEROA		29	3100 SO. FIGUEROA ST.	
11	2703 SO. FIGUEROA ST.	1959	26	3025 SO. FIGUEROA ST.		30	3101 SO. FIGUEROA ST.	
12	2718 SO. FIGUEROA ST.		27	3026 SO. FIGUEROA ST.		31	3131 SO. FIGUEROA ST.	
13	2723 SO. FIGUEROA ST.	1959	28	3031 SO. FIGUEROA ST.		32	2901 HOPE ST.	
14	2735 SO. FIGUEROA		29	3100 SO. FIGUEROA ST.		33	2903 HOPE ST.	
15	525 W. 28 <sup>TH</sup> ST.	1972						



**HISTORIC PROPERTIES**  
FIGURE C-1

**LEGEND**

- STRUCTURES
- FREEWAY RAMPS
- LOCAL ROADS
- FREEWAY TRAVELWAY & SHOULDERS
- HOV VIADUCT
- APE BOUNDARY



Revised APE as discussed  
with Diane Kane 9/9/91  
acceptable. *[Signature]*  
Federal Highway Admin.

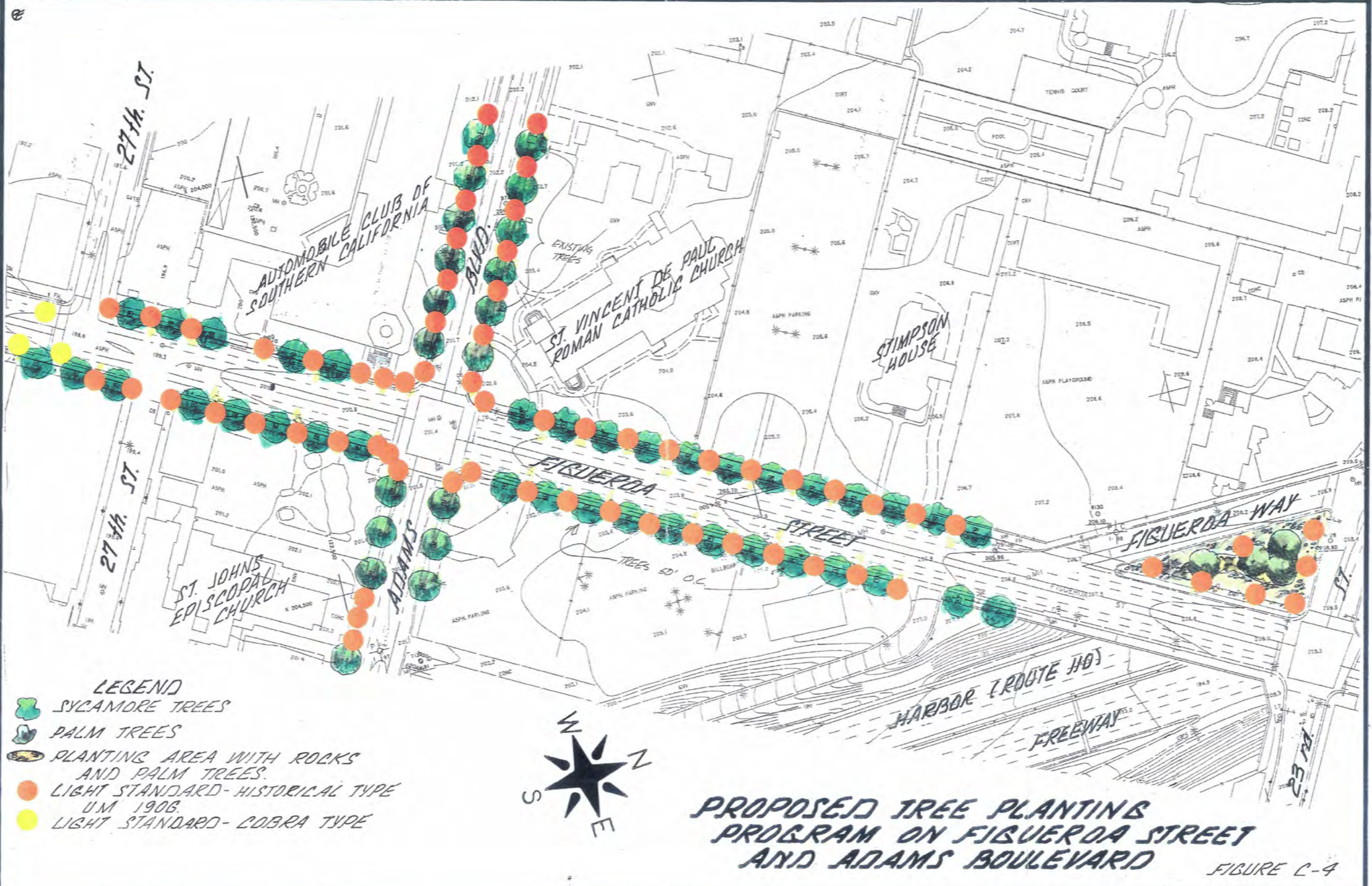
**ALTERNATIVE A**  
NORTHBOUND HOV OFF-RAMP TO ADAMS  
BLVD., AND SOUTHBOUND HOV ON-  
RAMP FROM FLOWER ST., SOUTH OF  
28th. ST. (WITH NEW HOV  
FRONTAGE RD.)  
**APE MAP WITH HISTORIC  
PROPERTIES**

FIGURE C-3






EXISTING LANDSCAPING  
EXISTING HISTORICAL CORE  
FIGUEREA STREET AND  
ADAMS BOULEVARD



- LEGEND
- EXISTING TREES TO BE REMOVED OR RELOCATED.
  - LIGHT STANDARD - HISTORICAL TYPE UN 1905
  - LIGHT STANDARD
  - LIGHT STANDARD
  - LIGHT STANDARD - COBRA TYPE
  - STIMPSON HOUSE
  - ST VINCENT DE PAUL ROMAN CATHOLIC CHURCH
  - AUTOMOBILE CLUB OF SOUTHERN CALIFORNIA

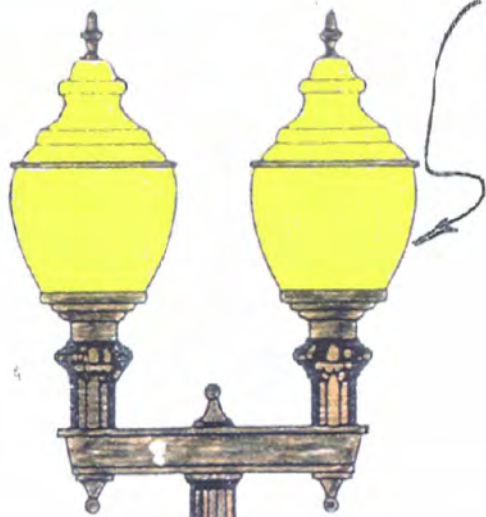


**LEGEND**

-  SYCAMORE TREES
-  PALM TREES
-  PLANTING AREA WITH ROCKS AND PALM TREES.
-  LIGHT STANDARD - HISTORICAL TYPE UM 1906.
-  LIGHT STANDARD - COBRA TYPE



**PROPOSED TREE PLANTING PROGRAM ON FIGUEROA STREET AND ADAMS BOULEVARD**



TWIN LUMINAIRE ARM  
ASSEMBLY.

WASHINGTON CONTRA/  
CLINE ORNAMENTAL  
POLE.

B) HISTORIC  
REPRODUCTION  
LIGHT  
STANDARD.



A) HISTORIC LIGHT STANDARD  
LIGHT STANDARD

FIGURE C-5





APPENDIX D

FEBRUARY 7, 1992 LETTER FROM THE STATE HISTORIC PRESERVATION OFFICER, TO THE FHWA, REGARDING THE SUPPLEMENTAL HISTORICAL ARCHITECTURE SURVEY REPORT OF DECEMBER, 1991



OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION  
P.O. BOX 942896  
SACRAMENTO 94296-0001  
(916) 445-8006  
FAX: (916) 322-6377

(916) 653-6624  
FAX (916) 653-9824

February 7, 1992

Reply To: FHWA920114Z

Mr. Roger Borg, Division  
Administrator  
California Division Federal Highway  
Administration  
P.O. Box 1915  
Sacramento, CA 95812-1915

Re: Second Supplemental HASR For Northern Terminus, Harbor Freeway/  
Transitway, 07-IA-110-20.94, Los Angeles, CA

Dear Mr. Borg:

Recent minor revisions to the referenced undertaking required FHWA to establish a modified APE for which a second Supplemental HASR has been prepared. Thank you for notifying me of these changes and for the opportunity to comment on both your efforts to identify historic properties within the modified APE and on your determination of effect.

Based upon staff review of the documentation provided, I believe that FHWA has taken reasonable steps to identify historic properties within the modified APE. In my opinion, these efforts meet the "Secretary of the Interior's Standards and Guidelines for Identification and Evaluation" and fully satisfy the requirements of 36 CFR 800.4(a,b).

The modified APE contains four historic properties. The Stimson House is included in the National Register of Historic Places (NRHP) and both the St. Vincent de Paul and St. John's Churches have already been determined eligible for inclusion in the NRHP. The Automobile Club of Southern California, located at 2601 S. Figueroa Street, is the fourth property located within the modified APE and has been evaluated as part of the second Supplemental HASR.

Based upon the research conducted and documented in the HASR, FHWA has determined that the Automobile Club of Southern California is eligible for inclusion in the NRHP. I agree that this property is eligible for inclusion in the NRHP at the local, state and national levels of significance under criterion A in the area of transportation. The building is directly associated with an important organization that was historically extremely influential in promoting both the automobile and development of its supporting infrastructure. That influence continues to the present day.

I agree that the Automobile Club is also eligible under criterion C at the local level of significance as an important and stylish example of an

architectural type (the courtyard office complex) and as an example of the work of master architects Hunt, Burns and Coate.

The boundaries of the historic property are coterminous with the legal lot lines. With the exception of the 1971 addition, all elements within this boundary contribute to the property. Except for the rotunda, no interior spaces within the property appear to be significant owing to a loss of integrity. Within the rotunda, the fountain is not a significant feature due to its 1975 date of construction. The Automobile Club of Southern California's period of significance is 1923-1942.

FHWA has determined that this undertaking, including the latest modifications described in the documentation provided, will not affect historic properties. I do not object to this determination. Accordingly, FHWA has fulfilled its responsibilities under Section 106 of the National Historic Preservation Act and implementing regulations codified at 36 CFR 800. Please note, however, that FHWA may have additional responsibilities pursuant to 36 CFR 800 under any of the following circumstances:

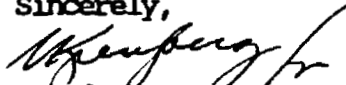
1. If any person request the Advisory Council on Historic Preservation to review your findings.
2. If this undertaking changes in ways that could affect historic properties.
3. If previously undocumented properties are discovered during implementation of the undertaking or if a known historic property will be affected in an unanticipated manner.
4. If a property that was to be avoided has been inadvertently or otherwise affected.
5. If any condition of the undertaking such as a delay in implementation or implementation in phases over time, may justify reconsideration of the current NRHP status of properties within the undertaking's APE.

In closing, I wish to acknowledge the excellent documentation prepared by Diane Kane and Pat Williamson. The research, including the historical context developed for the project area, was exemplary and useful. The architectural and historical evaluations were thoroughly professional and convincing. The graphics were visually outstanding and illuminating in substance. Congratulations are in order for this effort.

Roger Borg  
February 7, 1992  
Page Three

Your consideration of historic properties in the project planning process is appreciated. Please call Hans Kreutzberg if you have any questions or need further assistance in this matter.

Sincerely,



Steade R. Craig, AIA, Acting  
State Historic Preservation Officer