

TO: NANDC BOARD
FROM: POLICY COMMITTEE, Jean Frost
October 29, 2021

RE: Policy Committee: Metro I-110 Flyover project: upcoming scoping meetings Metro and Caltrans; report on history regarding this project

On October 26, the Joint Board and Policy Committee had on its agenda:

4. Action/Discussion: Metro 110 Flyover project; upcoming scoping meetings Metro and Caltrans will have regarding a project along the I-110 Express lanes, Miguel Paredes | Project Manager, Lee Andrews Group, Inc.

The presenter did not attend so there is no current information other than the postcard announcing a Notice of Preparation (NOP) of an EIR which is attached. The scoping meetings are:

Saturday, November 6, 2021, 10am-12pm

Us02web.zoom.us/j/87643519579

Phone: 669-900-6833

Meeting ID: 876-4351-9579

Tuesday, November 9, 6pm-8pm

Us02web.zoom.us/j/81043274637

Phone: 669-900-6833

Meeting ID: 810-4327-4637

NANDC has a stated position regarding an elevated 50-foot concrete flyover adjacent to St. John's Episcopal Cathedral (see NANDC letter). This project has now come back from its earlier rejection by this community. NANDC and stakeholders should express their thoughts at the upcoming meetings. We should urge Metro/Caltrans to eliminate the elevated flyover alternative and examine less harmful alternatives including the no project alternative. The need for this project has never been demonstrated and Councilmembers Price and Cedillo weighed in opposing this project for both environmental and social justice reasons.

Attached are materials from stakeholders during the earlier round's Notice of Preparation and MND process (1913-1918). Since written comments will be taken through December 10th, I will place this on the November 23rd Joint Board and Policy Committee Agenda.

Andrea Canty, President
Josyel Castellon, Vice President
Julie Burg, Treasurer
Eddie North-Hager, Secretary

**EMPOWERMENT CONGRESS
NORTH AREA
NEIGHBORHOOD
DEVELOPMENT COUNCIL**

Area Representatives:
Christine E. Lee, Area 1
Yelba Castellon, Area 1
Brandon Floyd, Area 2
Ana Carrion, Area 2
Vacant, Area 3
Julianne Burg, Area 3
At Large Representatives:
Brett Shears
Jon Tieuel
Brenda Robinson
Community Interest Positions:
David Tool, USC
Vacant, Business

**PO BOX 18769
L.A., CA 90018
www.nandc.org**

Mr. Garrett Damrath, Chief Environmental Planner
Division of Environmental Planning, Caltrans District 7
I-110 High Occupancy Toll Lane Flyover Project
100 South Main Street, MS16A
Los Angeles, CA 90012

Re: Interstate I-110 HOT Flyover to Figueroa Way
Draft MND and IS/EA
EA: 07-27800/EFIS# 0700000537

Dear Mr. Damrath,

At a meeting of the North Area Neighborhood Development Council (NANDC) general board held on Thursday, March 3, 2016, the board adopted, by a vote of 8 yes 0 no 0 abstention, the following resolution against the 110 flyover project:

“Because of its impacts to historic structures, the visual blight it introduces, how it runs counter to current City policy of promoting pedestrian and bike-friendly streets, and because it would disrupt the services and environment of the churches in the area, we support the “no-build” alternative in the 110 flyover project and support a full Environmental Impact Report above and beyond the Mitigated Negative Declaration finding.”

Thank you for considering our objections to this project in your decision-making process.

Sincerely,

North Area Neighborhood Development Council (NANDC) Board

Andrea Canty, President

Brett Shears, Chair, Policy Committee



Support the No Flyover Coalition

Caltrans has finally made public what the flyover will look like in their September 8, 2015 "Finding of Adverse Effect" (FAE) of the I-110 HOV/HOT Flyover which WAHA, St. John's Cathedral, the LA Conservancy and the California Preservation Foundation have been tracking as consulting parties to the Section 106 process which reviews impacts to historic properties when federal monies are involved.

What Caltrans Is Saying

Caltrans is proposing to build a flyover transit-way adjacent to St. John's Cathedral and in the heart of the University Park historic neighborhood. Their latest take on this monstrosity? "The project will be compatible with the existing visual character and of the project corridor.....The project was designed with the lowest possible profile..." and the conclusion Caltrans makes that "it is as compatible as possible with the existing properties." In their view such a flyover "does not introduce a visual element that would diminish the integrity of the property's significant historic features."

Why This Should Not Be Done

We concur with Caltrans new finding that here are serious and irreparable effects to St. John's Cathedral. That impact alone should call this undertaking into question. You cannot mitigate its severe and irreparable harm by (as they suggest) interpretive programs, or streetscape improvements or by preparing a preservation plan for the Church. The project damages the environmental setting of St. John's Cathedral and imposes further blight on the University Park/West Adams neighborhood. And we ask, for what cause?

To move traffic two blocks at a public cost of forty million which then dumps traffic at the intersection of Figueroa and 23rd Street where it will create further traffic and circulation problems. All to cut seconds off a car waiting in the HOV/HOT off ramp on Adams? This does not solve the traffic and mobility problems inherent in the downtown area but rather moves the mobility issue two blocks to an already challenging intersection.

Caltrans claims "the project would alleviate the congestion and reduce the queuing and delay on the HOV/HOT mainlines and Adams Blvd. off-ramp connector. Increasing capacity at this location is key to ensuring the HOV/HOT lanes can serve additional toll users and reduce the delay." More analysis needs to be undertaken regarding the purpose and need for this project.

Response to the Visual Renderings

When the visuals were first unveiled in a Caltrans meeting on February 2, 2015 with consulting parties the response was:

"Consideration of other alternatives that directly can be in nexus with the projects purpose or need. Consider surface route options that could address congestion without the need for the flyover." -Adrian Scott Fine, LA Conservancy

"Other alternatives should be considered....should not be built." -Fr. Dan Ade, St. John's Cathedral

"Less is more...no project" -Jim Childs, West Adams Heritage Association

"Eliminate the flyover" -Lambert Giessinger, Architect for the City of Los Angeles

"No build. Look at surface traffic solutions create green space ...all of the ...choices utterly offensive to the neighborhood" -Fr. Mark Kowalewski, St. John's Cathedral

When the "consulting parties" were summoned to participate, there was no voice other than Caltrans staff that championed this undertaking yet it appears these remarks have fallen on deaf ears. There has been no "context sensitive solution" proposed or found pursuant to Caltrans Director's Policy DPP-22. One needs to respect and understand the context in order to find a context sensitive solution.

How Caltrans Views Our Neighborhood

Caltrans staff finds our neighborhood context a collection of mini-malls, gas stations and fast food uses – a selective and narrow view. These existing incompatible elements are used as a justification to continue to degrade the environment with the flyover. We strongly object to the theory that one more visual blight will not make a difference. The flyover is just one more negative undertaking that will seriously harm what is a historic community, pedestrian friendly, and an oasis from the downtown cement enclave.

How We See Our Neighborhood

WAHA and St. John's see a vibrant and significant historic neighborhood composed of a wide array of historic resources including, but not limited to, St. John's Episcopal Cathedral, St. Vincent's Church, the Chester Place Historic District, the Automobile Club, the Stimson House, the Slauson house, Stella Maris Residence, Texere Plaza, and the below grade in-cut of the I-110 itself which protects the historic neighborhood from viewing the freeways. So much depends on where one stands and one's perspective. The FAE report is so calculating and misleading as it skews its view sheds with pictures of mini malls and fried chicken outlets.

What the report fails to understand is the openness of the sky, the pedestrian ambience, the lack of an oppressive freeway ramp hovering over the buildings, dumping traffic and pollution and noise into what remains a historic and visually open setting. Where you decide to stand seriously changes your views. As the Fathers and Rectors of St. John's Cathedral wrote "The proposed flyover project seeks to discount our vibrant and historic neighborhood by cutting through it once again."

WAHA and St. John's have been leading the fight since a NOP (Notice of Preparation) was issued in 2011 and the project was revived in 2013. For your information some additional materials are attached. If you would like to help in this effort to fight the flyover, please e mail me at indiejean@att.net or call me at 213 747-2526.

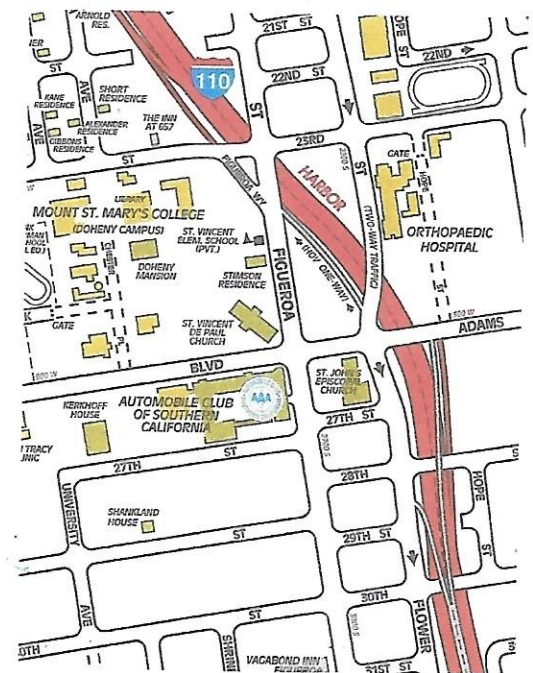
The I-110 HOV/HOT Flyover Connector Project to Figueroa Way

Visual Rendering



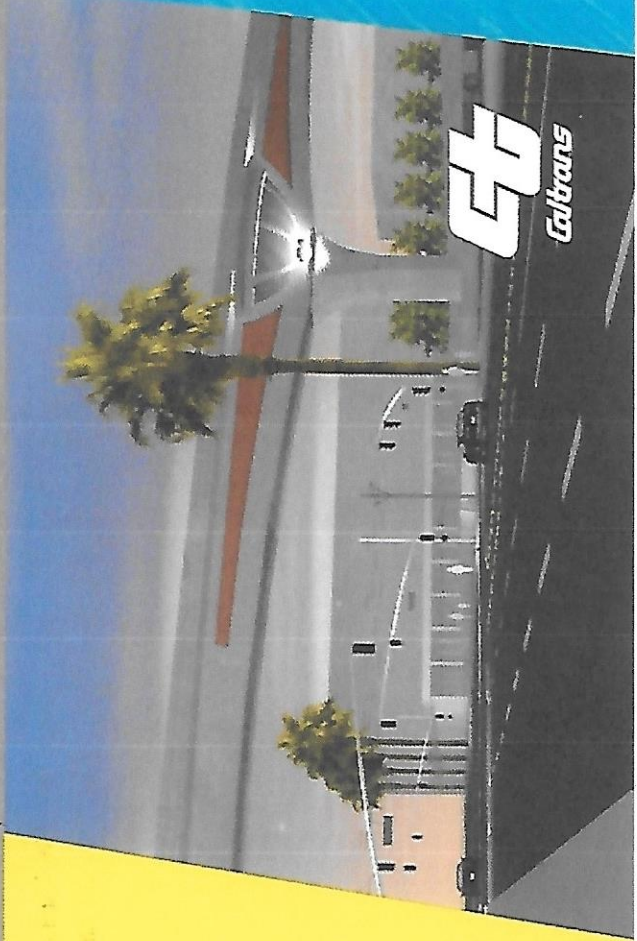
The Flyover: Project:

- Moves traffic two blocks at a cost of \$40,000,000 dumping traffic at Figueroa and 23rd Street
- Caltrans claims it will reduce peak time queuing and delay at the Adams Blvd. off-ramp
- Is an approximately 1400 foot long, 37 foot wide concrete freeway flyover, 54 feet above grade at its highest
- It will result in adverse effects on historic properties
- The flyover will cut through the historic neighborhood



We're creating a faster connection on the 110. Estamos creando una conexión más rápida en la 110.

I-110 ADAMS TERMINUS IMPROVEMENT PROJECT / PROYECTO DE MEJORAS DE LA TERMINAL ADAMS EN LA AUTOPISTA 110
Join us at a public scoping meeting in November / Únase a nosotros en una reunión pública de alcance en noviembre



Join us online. Acompáñenos en línea.

Saturday, November 6, 2021, 10am–12pm
Viernes, 6 de noviembre de 2021, 10am–12pm

- > Link / Enlace de Zoom: us02web.zoom.us/j/87643519579
- > Phone / Teléfono: 669.900.6833
- > Meeting ID / Numero de la reunión: 876 4351 9579



Tuesday, November 9, 2021, 6–8pm
Martes, 9 de noviembre de 2021, 6–8pm

- > Link / Enlace de Zoom: us02web.zoom.us/j/81043274637
- > Phone / Teléfono: 669.900.6833
- > Meeting ID / Numero de la reunión: 810 4327 4637



Spanish translation available. / Traducción al español disponible.

Join us!

Metro has a plan for less congestion by reducing traffic bottlenecks and increasing safety. Caltrans, in cooperation with Metro, will be studying alternatives to reduce congestion on the I-110/Adams Bl off-ramps, Adams Bl and nearby intersections. The first proposed build alternative includes an elevated off-ramp structure on the northbound Interstate 110 (I-110) between 30th St and Figueroa St overcrossing in Los Angeles. The second proposed build alternative includes a dedicated High-Occupancy Vehicle (HOV)/High-Occupancy Toll (HOT) lane alternative on Adams Bl.

You are invited to express any concerns about the proposed project and offer suggestions regarding the environmental impacts, including any mitigation measures and alternatives. Caltrans and Metro staff will be available at the scoping meetings to answer questions.

To find out more about the project, view the Notice of Preparation (NOP) of the EIR and how to provide comments, please visit metro.net/110adamsproject. Comments to the NOP will be accepted during the comment period from October 25 – December 10, 2021.

¡Acompañémos!

Metro tiene un plan para reducir el congestionamiento al reducir embotellamiento del tráfico y aumentar la seguridad. Caltrans, en cooperación con Metro, estudiará alternativas para reducir congestionamiento en las rampas de salida de la I-110/Adams Bl, Adams Bl y intersecciones cercanas. La primera alternativa de construcción propuesta incluye una estructura de rampa de salida elevada en la carretera interestatal en dirección norte (I-110) entre 30th St y Figueroa St en Los Angeles. La segunda alternativa de construcción propuesta incluye un Vehículo de alta ocupación (HOV, en inglés)/Peaje de alta ocupación (HOT, en inglés) carril alternativo en Adams Bl.

Se le invita a expresar cualquier inquietud sobre el proyecto propuesto y ofrecer sugerencias sobre los impactos ambientales, incluidas las medidas de mitigación y las alternativas. El personal de Caltrans estará disponible en la reunión de alcance para responder preguntas.

Para obtener más información sobre el proyecto, leer el Aviso de Preparación (NOP, en inglés) del EIR y cómo proporcionar comentarios, visite metro.net/110adamsproject. Los comentarios al NOP se aceptarán durante el período de comentarios del 25 de octubre al 10 de diciembre de 2021.



Metro

One Gateway Plaza
99-13-1
Los Angeles, CA 90012

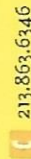
PRSRT STD
U.S. POSTAGE
PAID
Caroga Park, CA
Permit #822

ECRWSEDDM

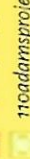
Local Postal Customer

2171

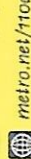
CONTACT US / CONTACTENOS



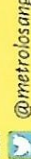
213.863.6346



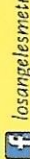
110adamsproject@metro.net



metro.net/110adamsproject



[@metrolosangeles](https://twitter.com/metrolosangeles)



[losangelesmetro](https://www.facebook.com/losangelesmetro)

323.466.3876

x2 Español (Spanish)

x3 中文 (Chinese)

x4 한국어 (Korean)

x5 Tiếng Việt (Vietnamese)

x6 日本語 (Japanese)

x7 русский (Russian)

x8 Հայերեն (Armenian)

All Metro meetings are accessible to persons with disabilities. Spanish translation provided. Other ADA accommodations and translations available by calling 323.466.3876 at least 72 hours in advance.

Todas las reuniones de Metro son accesibles por personas con discapacidades. Traducción en español es proporcionada. Para otras adaptaciones de la ADA y traducciones llame al 323.466.3876 por lo menos 72 horas antes de la reunión.

12-192710 © 2021 LACMTA