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GARY LEE MOORE, P.E.
CITY ENGINEER

1149 S. BROADWAY, SUITE 700
LOS ANGELES, CA 90015-2213

<http://eng.lacity.org>

September 24, 2012

The Honorable Ed Reyes, Chair
Planning and Land Use Management Committee
Los Angeles City Council

c/o Sharon Gin
City Clerk
City Hall, Room 395

Dear Councilmember Reyes and Honorable Members:

COUNCIL FILE NO. 12-1155 – BUREAU OF ENGINEERING RESPONSE TO MOTION

On July 27, 2012, the City Council adopted a motion directing the Department of City Planning, Department of Transportation, Department of Recreation and Parks, Bureau of Engineering, Bureau of Street Services, and the Bureau of Street Lighting to review the existing street standards involving street dedications, street improvements, street lights, and street trees in DIR 2003-2104SPR and DIR 2006-928-SPR-M1 for conditions that are no longer relevant within the proposed streetscape beautification project. The motion further directed the affected bureaus or departments to report back on the feasibility of the identified conditions.

Attached is Table 10 showing the new streets to be reclassified, the existing dimensions, the proposed dimensions, and dedication and public improvement requirements applicable to the aforementioned planning actions. The Bureau of Engineering identified only two street segments in the table that are impacted by the proposed General Plan Amendment.

The improvement conditions for San Pablo Street, north of Alcazar Street, called for the street to be dedicated to a half-width right-of-way of 45 feet and a half-width roadway of 35 feet in accordance with the standards for a Secondary Highway (DIR 2006-928-SPR-M1). However, the General Plan Amendment proposes San Pablo Street to be a Modified Collector Street with a roadway width of 34 feet within a right-of-way width of 83 feet. Since there is an inconsistency, the conditions of improvement for San Pablo Street, north of Alcazar Street, under DIR 2006-928-SPR-M1, Condition C.1.b, must be deleted as part of the General Plan Amendment.

The improvement conditions for Eastlake Avenue, between Alcazar Street and Biggy Street, called for a 22-foot half-width roadway within a 32-foot half-width right-of-way (DIR 2003-2104-SPR). However, the existing half-width right-of-way is already 40 feet making that condition



obsolete. In order to be consistent with the proposed standards, the conditions of improvement for Eastlake Avenue, between Alcazar Street and Biggy Street, under DIR 2003-2104-SPR, Condition C.1.c, must be deleted as part of the General Plan Amendment.

Also listed as Note D in Table 10 are other conditions associated with DIR 2003-2104-SPR. These involve improvements on Soto Street and its intersection with the San Bernardino Freeway (I-10). However, since neither Soto Street nor Interstate 10 is a part of the General Plan Amendment, those conditions are not relevant to the Council motion.

If you have any questions, please contact Gregg Vandergriff, of my staff, at (213) 482-7477.

Sincerely,

A handwritten signature in blue ink, appearing to read "Gary Lee Moore".

Gary Lee Moore, P.E.
City Engineer

GLM/MEK/LMP/CM:mf/tlw
Q:\MEK\WORD\Letter to PLUM, CF 12-1155 Response to Motion.doc

Attachment: Table 10

cc: Dan Scott, City Planning
Shana Bonstin, City Planning
Hugh Lee, Bureau of Street Services
Michael Kantor, Bureau of Engineering
Lemuel Paco, Bureau of Engineering
Carl Mills, Bureau of Engineering
Gregg Vandergriff, Bureau of Engineering

**TABLE 10
USC HSC CAMPUS
EXISTING AND PROPOSED STREET CLASSIFICATIONS**

Street Segment Location	Existing Classification & Dimensions		Proposed Classification & Dimensions		DIR Notes
	Classification	Dimensions [A]	Classification	Dimensions	
San Pablo Street					
1 North of Zonal Avenue	Secondary Highway	58' Roadway Varies 58'-80' ROW	Modified Collector Street	34' Roadway Varies 58'-80' ROW	
2 between Eastlake Avenue/Norfolk Street and Zonal Avenue	Secondary Highway	58' Roadway Varies 58'-80' ROW	Modified Collector Street	40' Roadway Varies 58'-80' ROW	
3 South of Eastlake Avenue/Norfolk Street	Secondary Highway	58' Roadway Varies 58'-82' ROW	Modified Collector Street	35' Roadway Varies 58'-82' ROW	
4 between Alcazar Street and Eastlake Avenue/Norfolk Street	Secondary Highway	58' Roadway 90' ROW	Modified Local Street	32' Roadway 90' ROW	
5 North of Alcazar Street	Secondary Highway	63' Roadway 83' ROW	Modified Collector Street	34' Roadway 83' ROW	See Note B. Below
Alcazar Street					
6 between Eastlake Avenue and San Pablo Street	Collector Street	62' Roadway 80' ROW	Modified Collector Street	47' Roadway 80' ROW	
7 West of San Pablo Street	Collector Street	62' Roadway 80' ROW	Modified Collector Street	34' Roadway 80' ROW	
8 East of San Pablo Street	Collector Street	64' Roadway 80' ROW	Modified Collector Street	46' Roadway 80' ROW	
9 between San Pablo Street and Playground Street	Collector Street	64' Roadway 80' ROW	Modified Collector Street	50' Roadway 80' ROW	
10 West of Playground Street	Collector Street	64' Roadway 80' ROW	Modified Collector Street	57' Roadway 80' ROW	
11 between Playground Street and Solo Street	Collector Street	64' Roadway 80' ROW	Modified Collector Street	64' Roadway 80' ROW	
Eastlake Avenue					
12 between Alcazar Street and Biggy Street	Collector Street	60' Roadway 80' ROW	Modified Collector Street	46' Roadway 80' ROW	See Note C. Below
13 West of Biggy Street	Collector Street	60' Roadway 80' ROW	Modified Collector Street	40' Roadway 80' ROW	
14 between Biggy Street and San Pablo Street	Collector Street	60' Roadway 80' ROW	Modified Collector Street	40' Roadway 80' ROW	
Norfolk Street					
15 East of San Pablo Street	Local Street	40' Roadway 60' ROW	Modified Collector Street	34' Roadway 60' ROW	
16 between San Pablo Street and Playground Street	Local Street	40' Roadway 60' ROW	Modified Collector Street	40' Roadway 60' ROW	
17 West of Playground Street	Local Street	38' Roadway 60' ROW	Modified Collector Street	40' Roadway 60' ROW	
18 between Playground Street and Solo Street (Norfolk Street Extension)	Local Street		Modified Collector Street	40' Roadway 60' ROW	
Biggy Street					
19 between Eastlake Avenue and Zonal Avenue	Local Street	40' Roadway 60' ROW	Modified Local Street	40' Roadway 60' ROW	
20 South of Eastlake Avenue	Local Street	40' Roadway 60' ROW	Modified Local Street	34' Roadway 60' ROW	
Zonal Avenue					
21 between Biggy Street and San Pablo Street	Secondary Highway	40' Roadway 80' ROW	<i>No Change</i>	<i>No Change</i>	
Playground Street					
22 between Alcazar Street and Norfolk Street	Local Street	30' Roadway 50' ROW	Modified Local Street	34' Roadway 50' ROW	

Notes

- A. Existing roadway and right of way dimensions (Year 2012).
 - B. DIR 2006-928-SPR-M1, C.1.b. "The applicant shall be permitted to defer dedication and improvement of San Pablo Street north of Alcazar Street and shall instead dedicate and improve said portions of San Pablo Street at such time as a building permit is issued for a permanent structure on San Pablo Street north of Alcazar Street. In the event that this segment of San Pablo Street is reclassified from a Secondary Highway to a non-arterial (Collector or Local) street, any dedication or improvements relating to standard street dimensions shall be determined based upon the street standards in place at issuance of building permit." This condition will be removed from DIR 2006-928 SPR as a part of the requested reclassification.
 - C. DIR 2003-2104-SPR, C.1.c. "Dedicate a 2' wide strip of land along Eastlake Avenue to complete a 22' half-width roadway on a 32' half-width right-of-way in accordance with Collector Street standards." The existing half-width right-of-way is 40' making the 2-foot dedication obsolete. This condition will be removed from DIR 2003-2104-SPR as a part of the requested reclassification.
 - D. Solo Street (DIR 2003-2104-SPR, C.1.a.) "Widen the west side of Solo Street north of Alcazar by 10' and re-stripe the south bound approach of Solo Street to add a separate right-turn lane." Although this work is not specifically within the project limits of the General Plan Amendment, the construction of this work was completed under P-35876.
- Solo Street (DIR 2003-2104-SPR, C.1.b.). "Widen the north side of the San Bernardino Freeway westbound on/off ramp to provide an additional lane and stripe for shared left-turn/through lane, and two right-turn only lanes." Although this work is not specifically within the project limits of the General Plan Amendment, construction was completed in 2012.