



NOTICE OF PREPARATION

INCLUDING AN

INITIAL STUDY/ENVIRONMENTAL CHECKLIST

FOR THE

Sixth Street Park, Arts, River & Connectivity Improvements (PARC) Project

PREPARED FOR:

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Introduction

The Sixth Street Viaduct Division of the City of Los Angeles (City) Department of Public Works (DPW), Bureau of Engineering (BOE), is proposing the construction of the Sixth Street Park, Arts, River & Connectivity Improvements (PARC) Project. The Sixth Street PARC Project includes the creation of public recreational space on approximately 12 acres in areas underneath and adjacent to the Sixth Street Viaduct (Viaduct) in the city of Los Angeles. For the environmental review process, the City's BOE is the Lead Agency under the California Environmental Quality Act (CEQA). The California Department of Transportation (Caltrans) and the United States Army Corps of Engineers (USACE) will share responsibilities as the Lead Agency under the National Environmental Policy Act (NEPA).

Project Location and Setting

The proposed Project is located under and adjacent to the Sixth Street Viaduct (Viaduct) between Mateo Street to the west and the United States Highway 101 (U.S. 101) to the east in the city of Los Angeles (Project Area). See **Figure 1**, Project Location Map. The proposed Project will span from the Downtown LA Arts District over the Los Angeles River (River) to Boyle Heights. The Project Area is located in Council District 14 at the boundary of the City of Los Angeles' Central City North and Boyle Heights Community Plan areas.

The Project Area is located within a fully developed, mixed-use urban setting adjacent to the River. Land uses along the north and south sides of the Viaduct are predominately industrial and commercial. The nearest residence borders the northeastern edge of the Project Area at the intersection of South Clarence Street and Inez Street, and the eastern edge of the Project Area at the intersection of Boyle Avenue and Whittier Boulevard.

Railroad corridors exist in the Project Area along the east and west banks of the River. On the west bank of the River, the two tracks closest to the river are owned by the Metropolitan Transportation Authority (MTA) and used by the Southern California Regional Rail Authority (SCRRA) to operate Metrolink trains. The five tracks west of the MTA tracks are owned by Burlington Northern Santa Fe (BNSF), and the rest of the tracks are owned by MTA and used for the Metro Red Line. Amtrak and BNSF also operate trains on MTA's two tracks on the west bank. On the east bank, the two tracks closest to the River are owned by MTA, and the Union Pacific Railroad (UPRR) owns the rest of the tracks. UPRR also operates trains on MTA's tracks on the east side of the River.

A pedestrian and maintenance tunnel, owned by the City of Los Angeles, is located under the Viaduct on the west side of the River and provides access to the River from Santa Fe Avenue. The River is currently contained within a trapezoidal concrete-lined channel and serves as a flood control channel that receives stormwater runoff from the surrounding watershed. The River discharges to an estuary in Queensway Bay in the Long Beach Harbor.