

VISUAL IMPACT ASSESSMENT

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

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C O N S U L T I N G



Summary

The City of Los Angeles is proposing the construction of the Sixth Street Park, Arts, River & Connectivity Improvements (PARC) Project. The Sixth Street PARC Project includes the construction of public recreational space on approximately 13 acres in areas underneath and adjacent to the Sixth Street Viaduct, between Mateo Street to the west and the United States Highway 101 to the east, in the city of Los Angeles. The proposed Project would result in noticeable changes to the visual setting as a result of the planned alterations to the physical landscape in a predominantly industrial and commercial area, surrounded by light and heavy manufacturing warehouses, commercial parking and storage facilities, art studios, and restaurants. However, as noted in the analysis below, impacts associated with Aesthetics during construction or operation of the proposed Project would be less than significant. The communities of Boyle Heights and the Downtown Los Angeles Arts District currently possess low visual quality, and would benefit from the addition of the proposed Project, with an increase to moderate to high visual quality after factoring in the compensatory design features proposed as part of the proposed Project.

Table of Contents

Summary	i
Chapter 1. Introduction and Project Description	1
Project Area.....	1
Project Objectives	4
Proposed Project Elements	4
Project Construction.....	5
Phase I.....	5
Phase II.....	7
Chapter 2. Environmental Setting	9
Boyle Heights.....	9
Downtown Los Angeles Arts District.....	9
Chapter 3. Visual Impact Assessment	10
Visual Impact Assessment.....	10
Methodology	13
Determining Visual Character and Quality	13
Visual Character	13
Visual Quality.....	13
Viewer Response.....	14
Key Views.....	14
Thresholds of Significance	15
Chapter 4. Regulatory Setting	16
City of Los Angeles	16
City of Los Angeles Municipal Code.....	16
City of Los Angeles General Plan	18
Community Plans.....	19
Boyle Heights Community Plan.....	19
Central City North Community Plan.....	19
Site-Specific Master Plan	20
Los Angeles River Revitalization Master Plan	20
Bureau of Street Lighting Design Standards and Guidelines.....	21
LA River Design Guidebook.....	21
Chapter 5. Project Impacts	22
Construction Impacts.....	22
Scenic Views.....	22

Light and Glare.....	22
Shading.....	22
Visual Character and Quality.....	23
Operational Impacts.....	23
Scenic Views.....	23
Light and Glare.....	23
Shading.....	24
Visual Character and Quality.....	24
Visual Impact at West Park.....	25
Visual Impact at Arts Plaza and River Gateway.....	25
Visual Impact at East Park.....	26
Best Management Practices	38
Chapter 6. References	40
Chapter 7. Preparers and Contributors.....	41
City of Los Angeles	41
Chapter 8. Acronyms and Abbreviations	42

List of Figures

Figure 1: Regional Location Map.....	2
Figure 2: Project Location Map.....	3
Figure 3: River Channel Design Concept.....	8
Figure 4: Proposed Site Plan.....	11
Figure 5: Key Operation Points (KOP)	12
Figure 6: KOP 1 - Existing Conditions	29
Figure 7: Simulated Aerial View of West Park.....	29
Figure 8: KOP 1 - Simulated View from Mateo Street.....	30
Figure 9: KOP 1 - Simulated View from Ramp.....	30
Figure 10: KOP 2 - Existing Conditions.....	31
Figure 11: Simulated Aerial View of Arts Plaza and River Gateway.....	31
Figure 12: KOP 2 - Simulated View towards Santa Fe Avenue	32
Figure 13: KOP 2 - Simulated View from Berm.....	32
Figure 14: Aerial View of East Park	33
Figure 15: KOP 3 - Existing Conditions.....	33
Figure 16: KOP 3 - Simulated View of Ramp	34
Figure 17: KOP 3 - Simulated View of Sports Fields	34
Figure 18: KOP 4 - Existing Conditions.....	35
Figure 19: KOP 4 - Simulated View towards Boyle Heights.....	35
Figure 20: KOP 4 - Simulated View of Plaza and Splash Pad	36
Figure 21: KOP 5 - Existing Conditions.....	36
Figure 22: KOP 5 - Existing Conditions (towards U.S. 101)	37
Figure 23: KOP 5 - Simulated View from Clarence Street.....	37
Figure 24: KOP 5 - Simulated View of Dog Play and Sloped Meadow (towards U.S. 101)	38

Chapter 1. Introduction and Project Description

The Sixth Street Viaduct Division of the City of Los Angeles (City) Department of Public Works, Bureau of Engineering (BOE) is proposing the construction of the Sixth Street Park, Arts, River & Connectivity Improvements (PARC) Project (proposed Project). The proposed Project includes the creation of public recreational space on approximately 13 acres, in areas underneath and adjacent to the upcoming Sixth Street Viaduct (Viaduct) in the City of Los Angeles (Project Site).

Project Area

The proposed Project would be located under and adjacent to the 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**: Regional Location and **Figure 2**: Project Location). The Project Area, which include the potential area of direct and indirect impacts resulting from the proposed Project, spans from the Downtown Los Angeles Arts District (Arts District) on the west, over the Los Angeles River (LA River), to the neighborhood of Boyle Heights on the east side of the LA River.

The Sixth Street Viaduct was a vital connection between Downtown Los Angeles and Boyle Heights. The Project Area is currently a construction site for the Sixth Street Viaduct Replacement Project (Viaduct Replacement Project), which began in 2016. Therefore, the Project Area consists of exposed soil with staged construction equipment and materials.

The Project Area is located in Council District 14 at the boundary of the City of Los Angeles' Central City North and Boyle Height Community Plan areas. Land uses along the east and west sides of the Viaduct are predominately industrial and commercial. The Project Area includes the following land use designations under the City of Los Angeles Planning and Zoning Code: Limited Industrial (zoned M1), Light Industrial (zoned M2), Heavy Industrial (zone M3), Open Space (zoned OS) within the LA River, and Public Facilities (zones PF). 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 are adjacent to the east and west banks of the LA River within the Project Area. Los Angeles County Metropolitan Transportation Authority (Metro), Southern California Regional Rail Authority (SCRRA), Burlington Northern Santa Fe (BNSF), Amtrak, and Union Pacific Railroad (UPRR) own and/or operate railroad corridors within the Project Area. The Los Angeles Department of Water and Power's (LADWP) Transmission Right of Way (TLRW) is also located along the east and west banks of the LA River.

The segment of the LA River within the Project Area is a trapezoidal concrete-lined channel, which serves as a flood control channel that receives stormwater runoff from the surrounding watershed. The LA River discharges to an estuary south of the Project Area in Queensway Bay, in the Long Beach Harbor. An existing tunnel (LA River Access Tunnel) is located under the railroad tracks west of the LA River. LADWP TLRW used this tunnel to access the LA River from Santa Fe Avenue.

Figure 1: Regional Location Map

Figure 2: Project Location Map

Project Objectives

The proposed Project has the following objectives:

- Serve the open space and recreational needs of surrounding communities;
- Connect and improve neighborhoods;
- Incorporate sustainable design consistent with the City's plans and goals;
- Encourage active modes of transportation and public transit;
- Promote beneficial stormwater treatment and/or capture; and
- Provide safe pedestrian and bicycle access to the LA River.

The proposed Project would be designed to conform to the *Los Angeles River Revitalization Master Plan* (City of Los Angeles, 2007), the City of Los Angeles *Mobility Plan 2035* (City of Los Angeles, 2016), the *One Water LA 2040 Plan* (City of Los Angeles, 2018), and other local and adopted plans as applicable. Consistent with the project objectives, the proposed Project would endeavor to adhere to the following guidelines and design goals:

- Active and passive recreation that serves the needs of the community, particularly Boyle Heights and the Arts District.
- Connections to improvements within the neighborhoods in proximity to the Sixth Street Viaduct open spaces.
- Advanced design in keeping with the City's sustainability, low impact development (LID), green building, and Envision goals, which would include sensitivity to supporting all modes of traversing under the Viaduct.
- Promotion of multi-modal active transportation components, including linking to existing and future bicycle and pedestrian facilities.
- Environmentally friendly design that promotes beneficial stormwater treatment and/or capture throughout the site.

The most extensive project scope and associated impacts are being presented in this EIR; however, the City would only construct project elements that are within available funding at the time of construction bidding.

Proposed Project Elements

The proposed Project would create recreational space on approximately 13 acres in areas underneath and adjacent to the Viaduct. As shown in **Figure 4: Site Plan**, the proposed Project is divided into the following three sections:

- West Park, which is located in the Central City North Community Plan
- Arts Plaza and River Gateway, which is located in the Central City North Community Plan and along the west and east banks for the LA River
- East Park, which is located in the Boyle Heights Community Plan

The proposed Project may include the following elements and activities, among various other features: Concerts, performances, events, and festivals; soccer games, practices, and tournaments; volleyball and futsal games; basketball games; café and outdoor plazas; concessions; and farmers markets.

Project Construction

Construction of the proposed Project is anticipated to be divided into two phases. Phase I would consist of constructing the General Park Elements, as well as East Park, West Park, and the Arts Plaza and River Gateway. Phase II would consist of installing reinforced concrete planted terraces along the banks of the LA River.

Phase I

The following elements would be constructed as part of Phase I of the proposed Project:

General Park Elements

- Typical park site furnishings and amenities, which would include benches, tables, bike racks, bicycle rentals, kiosks, drinking fountains, safety bollards, lighting and signage, fencing, gates, trash receptacles/enclosures, and equipment and maintenance storage units
- Pedestrian paths, bicycle paths and connections, and internal park roadways and service roads
- Park lighting
- Minor relocations of existing street lighting along Santa Fe Avenue, Mission Road, and Anderson Street within the Project Area
- Pedestrian lighting on Santa Fe Avenue, Anderson Street, and South Clarence Street
- Public art sculpture and associated interpretive exhibits
- Utility connections (electrical and plumbing)
- Utility relocation and undergrounding in some areas may be required; other miscellaneous utility improvements such as installation of Wi-Fi, security cameras, and hookups for food trucks, temporary performance equipment (sound and lighting), and water
- Site soil would be remediated to standards acceptable by the Los Angeles County Fire Department prior to proposed Project construction. Some soil remediation activities may also be required during construction
- Irrigation systems and open space
- Demolition of existing infrastructure, such as pavements and roadways
- Landscaping would be consistent with the City's River Improvement Overlay (RIO) Ordinance (Ordinance No. 183145), which required that 75 percent of any new project's newly landscaped area be planted with any combination of native trees, plants and shrubs, species defined as Water Wise (i.e. climate adaptive and non-invasive plants), or species listed in the Los Angeles River Master Plan Landscaping Guidelines and Plant Palette.
- Retaining wall(s), which would be approximately between 2- and 17-feet high.

- Connectivity improvements, which may include, but are not limited to, a pedestrian activated crosswalk signal on Santa Fe Avenue, a speed table at the continental crosswalk on Santa Fe Avenue, and speed tables with solar-powered rectangular rapid flashing beacons at South Clarence Street, Mission Road, and South Anderson Street
- Stormwater infrastructure improvements, which would include proposed stormwater drainage systems that would capture runoff from the proposed Project Site and tributary Viaduct areas, route stormwater to structural and low impact development LID best management practices (BMP) (e.g., proprietary vaults with media-filled cartridges, catch basin filter inserts, incidental infiltration during sheet flow and within localized vegetated basins, and below-grade capture and use systems), and discharge to existing stormwater drainage facilities that drain to the LA River.

East Park

- East Building with approximately 332-square-foot concession area, 252-square-foot public restrooms, and 635-square-foot space and 571-square-foot storage space for City of Los Angeles Department of Recreation and Parks (RAP)
- Two synthetic turf soccer fields with field lighting, one for youth Under-8 players, and one for youth Under-10 players
- Two flexible play and performance lawns with combined capacity to hold events for up to approximately 2,800 people
- Adult-sized flexible sports court for basketball, futsal, and volleyball
- Salvaged bridge light poles and salvaged arch as barrier/seat wall
- Nature walk, meadow and adult fitness circuit
- Splash pad with outdoor shower
- Designated picnic and grilling areas
- Landscaped seating areas and rain gardens
- Small dog and large dog play areas
- Parking plaza with 14 dedicated space on-site (approximately nine of which would be used by RAP staff)
- Children's play area
- Skate park elements

West Park/Arts Plaza and River Gateway

- One approximately 630-square-foot café building with outdoor plaza seating
- One approximately 172-square-foot building with public restrooms
- Arts Plaza performance area(s), public gathering/assembly areas with capacity for approximately 1,000 people

- One flexible play and performance lawn
- Adult fitness equipment
- Small dog and large dog play areas
- Landscaped seating areas
- Public art sculpture (approximately 30 feet high, 24 feet wide, and 11 feet long)
- Rain garden
- Reconstruction and rehabilitation of existing pedestrian/vehicular LA River Access Tunnel entrance to the LA River (widening the tunnel opening; resurfacing the tunnel entryway, pavement, and tunnel floor; painting; and lighting improvements). Installation of safety features, including removeable bollards or a gate to restrict vehicle access to the tunnel and warning devices to deter pedestrian access during flooding events
- Space for future electric vehicle charging station and City of Los Angeles Department of Transportation (LADOT) mobility hub elements
- Space for secure bike parking and space for Metro bikeshare
- Space for future landscaped garden areas

Phase II

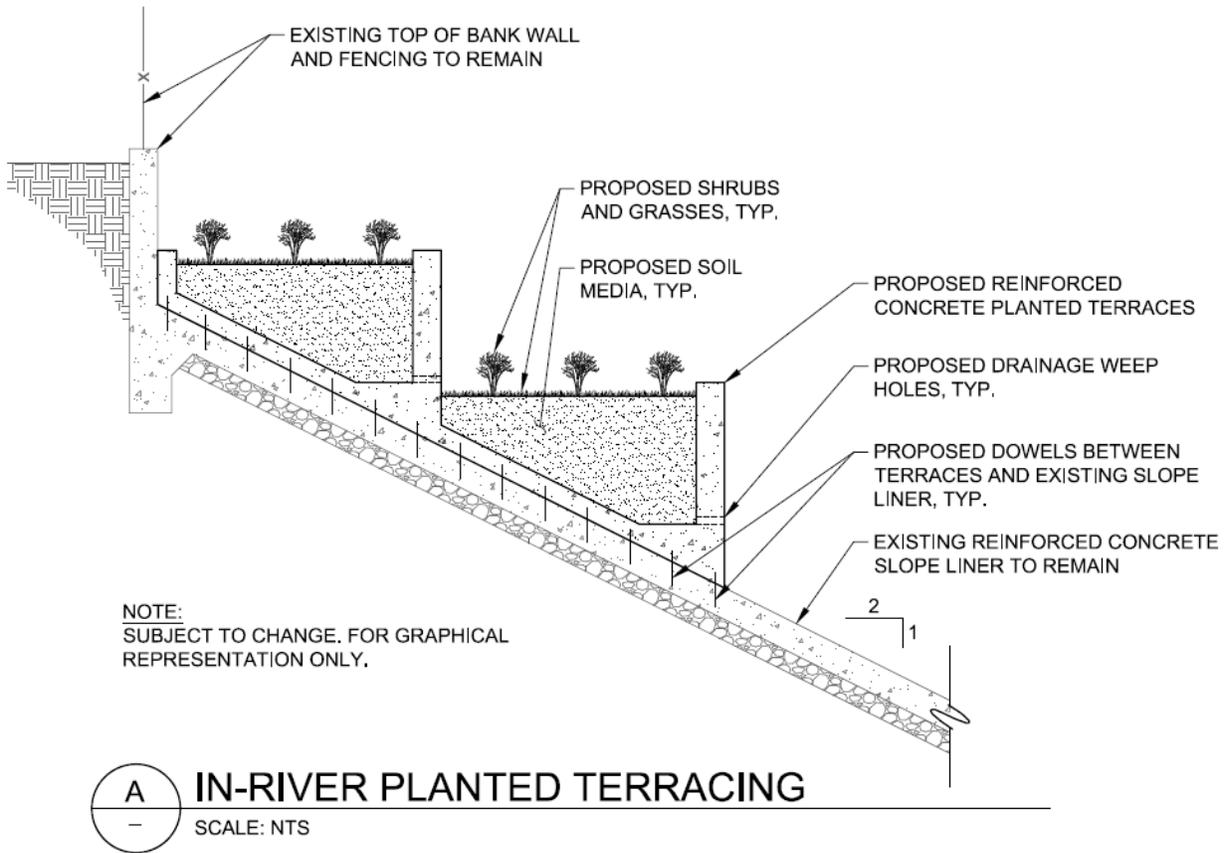
Phase II could include the installation of reinforced concrete planted terraces on up to approximately 20,000 square feet of the west and east banks of the LA River channel, as shown

Figure 3: River Channel Design Concept. Terracing would be up to approximately 10 feet wide and located as high as possible on the west and east LA River banks. The terraces would be anchored into the existing slope liner and would not require excavation into the LA River channel. All landscaping would consist of species included in the Los Angeles River Master Plan Landscaping Guidelines and Plant Palette, consistent with the City's RIO Ordinance (Ordinance Number 183145). Existing access to the LA River would be maintained.

The analysis in this document assumes that, unless otherwise stated, the proposed Project would be designed, constructed, and operated in compliance with all applicable laws, regulations, ordinances, and formally adopted City standards, including, but not limited to:

- Los Angeles Municipal Code
- Los Angeles Department of Building and Safety Code
- Bureau of Engineering Standard Plans
- Standard Specifications for Public Works Construction
- Additions and Amendments to the Standard Specifications for Public Works Construction

Figure 3: River Channel Design Concept



Chapter 2. Environmental Setting

Boyle Heights

Boyle Heights is situated along the eastern boundary of the City of Los Angeles, surrounded by the City of Vernon to the south, the unincorporated community of East Los Angeles to the east, the communities of Lincoln Heights and El Sereno to the north, and the LA River and downtown to the west. Boyle Heights is made up of 3,807 acres, or roughly six square miles, and contains a mix of residential, commercial, industrial, open space, and public facility lands. The community was initially developed as one of Los Angeles' first residential suburbs, serving as the initial point of settlement for many European immigrants. The arrival of the railroads in the 1880s brought industrial development to the area, and the city's expansion westward in the 1930s and 1940s was accompanied by demographic shifts. With the industrial development of Los Angeles, Mexican labor was recruited and eventually succeeded the European immigrants of Boyle Heights (Los Angeles Department of City Planning, 1998).

Downtown Los Angeles Arts District

The Artists-in-Residence District, more commonly known as the Downtown Los Angeles Arts District (or Arts District), is located just outside of Little Tokyo in Downtown Los Angeles. The Arts District is bounded by First Street to the north, the LA River to the east, Sixth Street to the south, and Alameda Street to the west. This area is primarily made up of old warehouses that have now been converted to artists' lofts and studios (Los Angeles Department of City Planning, 2000). Since the 1970s, artists seeking large, open spaces for creative work began illegally inhabiting warehouse buildings zoned for industrial use. These were the first live/work studios in the area. In 1981, the City's Artist-in-Residence (AIR) ordinance legalized the use of industrial buildings for artist residences and work spaces. The ordinance allowed for the creation of live/work units in existing industrial buildings through adaptive reuse, and in the 1990s, it was officially designated the "Arts District." In 2000, the area was added to the Community Plan Map, and policies were added to the plan to encourage the continued expansion of live/work projects for artists (Los Angeles Department of City Planning, n.d.).

Chapter 3. Visual Impact Assessment

Visual Impact Assessment

The Visual Impact Assessment (VIA) is a technical study required by CEQA to assess potential impacts to the visual environment that can accompany a proposed improvement project (Caltrans, n.d.). The VIA documents the existing visual quality of the surrounding environment, includes photo simulations and other visualization exhibits that illustrate the proposed project alternatives, evaluates the expected visual change caused by a project, assesses public reaction to the expected change, and identifies visual impacts. (Caltrans, n.d.). The purpose of this VIA is to evaluate the potential for project impacts related to aesthetics, including visual quality and character, of the Project Area.

As shown in **Figure 4: Proposed Site Plan**, the Project Area has been divided into three segments: West Park, Arts Plaza and River Gateway, and East Park. For the purpose of this VIA, all Key Observation Points (KOP), will be assessed from the viewpoint of each individual segment. A KOP identifies key views that document the visual character and quality of the proposed Project in highly representative ways. The analysis identified five such specific views that would be altered to some degree by the proposed Project. The following KOPs, shown in **Figure 5: Key Operation Points (KOP)**, were chosen to represent the clearest display of visual effects of the Project Area at representative locations within its setting:

- KOP 1: Mateo Street and East Sixth Street (West Park - View East from Mateo Street)
- KOP 2: Santa Fe Avenue and Mesquit Street (Arts Plaza and River Gateway - View East from Santa Fe Avenue)
- KOP 3: East Sixth Street and South Mission Road (East Park - View West from Mission Road)
- KOP 4: Anderson Street, between Sixth Street and Jesse Street (East Park - View West from Anderson Street)
- KOP 5: Clarence Street, between Sixth Street and Jesse Street (East Park - View West from Clarence Street and View East from Clarence Street)

Figure 4: Proposed Site Plan

Figure 5: Key Operation Points (KOP)

Methodology

The *L.A. CEQA Thresholds Guide* (2006) contains screening criteria pertaining to aesthetics, existing features in the visual setting, effects on scenic resources, and obstruction of views. The *L.A. CEQA Thresholds Guide*, combined with the State CEQA Guidelines' Appendix G screening criteria, provide the key analytical framework for this VIA, and guide the process for the proposed Project. This is augmented by the methodology developed by the Federal Highway Administration (FHWA), which has become the industry standard for performing visual impact assessments for local, non-highway related projects. The FHWA methodology calls for analysis of the project *viewshed* (i.e., those areas that can be easily seen within the Project setting), using the criteria *vividness*, *intactness*, and *visual unity* captured in key views to assess the level of visual quality present, both before and after the proposed Project is implemented. A viewshed comprises all of the surface areas visible from an observer's viewpoint. The viewshed also accounts for the locations of viewers likely to be affected by visual changes brought about by the Project. Photographic documentation of the proposed Project and the project viewshed was undertaken to support such analysis and to graphically convey the resulting project implications in visual terms. Within the evaluative framework, changes to the quality and character of visual resources in the viewshed are assessed with respect to viewer response, as discussed in the following sections.

Determining Visual Character and Quality

Visual Character

Visual character is described by the topography, land use, form, color, line, texture, and natural resources depicted in the view. Assessment of the visual character is intended to be descriptive rather than evaluative. Visual character is based on defined attributes, such as physical traits; pattern character traits; and the dominance, scale, and diversity or continuity of visual elements.

Visual Quality

Visual quality describes the aesthetics of a view. Determining the quality of a view can be subjective because it is partly based on the viewer's idea of what constitutes a quality setting. To provide a more objective framework, this assessment combines the evaluative criteria (i.e., vividness, intactness, and unity) and qualitative rankings (low, medium, and high) presented in the FHWA guidelines, with the *L.A. CEQA Thresholds Guide* criteria.

This method is intended to correlate with public judgments of visual quality well enough to predict those judgments. This approach to evaluating visual quality can also help identify specific methods for mitigating each adverse impact that may occur as a result of a proposed Project. Though FHWA's guidelines are the accepted standard for evaluating the visual effects associated with highway and railroad projects, the guidelines also apply to a wide range of non-transportation projects. The three criteria for evaluating visual quality are defined as follows:

- **Vividness:** The visual power or memorability of landscape components as they combine in distinctive visual patterns.
- **Intactness:** The visual integrity of the natural and human-built landscape and its freedom from encroaching elements. It can be present in well-kept urban and rural landscapes, as well as in natural settings.
- **Unity:** The visual coherence and compositional harmony of the landscape considered as a whole. It frequently attests to the careful design of individual human-made components in the landscape.

Views of high quality often have topographic relief, a variety of vegetation, rich colors, impressive scenery, and unique natural and/or built features. The FHWA evaluates visual quality based on an average for the ranking scales for the vividness, intactness, and unity.

Viewer Response

Viewer response is comprised of two elements: viewer sensitivity and viewer exposure. These elements combine to form a method of predicting how the public might react to visual changes brought about by a development project.

Viewer exposure is typically assessed by measuring the number of viewers exposed to the resource change, type of viewer activity, duration of their view, speed at which the viewer moves, and position of the viewer. High viewer exposure heightens the importance of early consideration of design, art, and architecture and their roles in managing the visual resource effects of a project. Because objects in the foreground have more detail, views from nearby locations are more detailed compared to objects that are indistinguishable in the distance. Viewers would experience visibility of a project to varying degrees in a particular viewshed, depending on distance or other intervening structures or obstacles.

Viewer sensitivity is defined both as the viewer's concern for scenic quality and the viewer's response to change in the visual resources that make up the view. Local values and goals may confer visual significance on landscape components and areas that would otherwise appear unexceptional in a visual resource analysis. The sensitivity of viewers in their perception of visual quality, as well as their sensitivity to changes in visual quality, varies based on familiarity with the view, as well as their sense of ownership of the view, and the nature of the viewer's activity while receiving the view. These factors, in turn, determine how much attention that person focuses on the view.

For example, residential viewers typically have a high sensitivity to visual quality and changes in visual quality because of their familiarity with the view over a period of time, investment in the area (e.g., homeowners or long-time residents), and sense of ownership of the view. By contrast, commuting motorists, if traveling simply to get from one place to another for work, or while doing errands, normally have an average level of sensitivity. Nonetheless, those same motorists, when they are traveling for pleasure, are more sensitive to their surroundings. The level of that sensitivity increases based upon the degree of familiarity the viewer has with the visual setting and the viewer's concern for scenic quality.

Key Views

Because it is not feasible to analyze all of the potential views of the proposed Project, it is necessary to select a number of key viewpoints that would most clearly display the visual effects of the proposed Project at representative locations within the Project Area. Key views also represent the primary viewer groups that would potentially be affected by the proposed Project. For purposes of this analysis, a view is considered key if at least one of the following circumstances applies:

- Visual resources are present, regardless of the quality of the view. The sensitivity of the affected viewer group is medium or high, and the duration of the view is long-term.
- The quality of the view is medium or high, regardless of whether visual resources are present. The sensitivity of the viewer group is medium or high, and the duration of the view is long-term.
- The view is distinct, clear, and unobstructed from the street to adjacent businesses, and is viewed regularly by a large number of commuters. In this case, the viewer sensitivity is medium, and the view is long-term.

Thresholds of Significance

According to Appendix G of the CEQA Guidelines and the *L.A. CEQA Thresholds Guide*, the proposed Project would have a significant impact on Aesthetics if it would:

I(a) Have a substantial adverse effect on a scenic vista.

I(c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality.

I(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

A.4. *Nighttime Illumination:* The determination of significance shall be made on a case-by-case basis, considering the following factors:

- The change in ambient illumination levels as a result of project sources; and
- The extent to which project lighting would spill off the project site and effect adjacent light sensitive areas.

Chapter 4. Regulatory Setting

This section summarizes all relevant policies governing aesthetics within the Project Area, the LA River, and the neighborhoods of Boyle Heights and the Downtown Los Angeles Arts District.

City of Los Angeles

City of Los Angeles Municipal Code

The Los Angeles Municipal Code (LAMC) includes regulations pertaining to aesthetics and visual quality. The following Municipal Code sections provides standards for the design, location, and arrangement of visual resources within a project area, including zoning and land uses, landscaping, street lighting systems, etc. (City of Los Angeles, 2017).

LAMC Chapter 1, Article 2, Section 12.04.05 - Open Space Zone

Open Space Zoning provides regulations for publicly owned land in order to implement the City's adopted General Plan, including the Open Space, Conservation, and Public Recreation Elements. Implementation of the General Plan serves to protect and preserve natural resources and natural features of the environment; provide outdoor recreation opportunities and advance the public health and welfare; enhance environmental quality; encourage the management of public lands in a manner which protects environmental characteristics; and encourage the maintenance of open space uses on all publicly owned park and recreation land.

LAMC Chapter 1, Article 2, Section 12.42E2

All planting shall be coordinated with all signs and lighting on a project site, both upon installation of the planting and upon the planting reaching its maximum designed size. All shall be designed such that one will not interfere with the other, nor require excessive maintenance.

LAMC Chapter 1, Article 2, Sec. 12.21A5(k)

All lights used to illuminate a parking area shall be designed, located, and arranged so as to reflect the light away from any streets and any adjacent premises.

LAMC Chapter 1, Article 3, Section 13.17A – River Improvement Overlay District

The purpose of a RIO District is to:

- Support the goals of the Los Angeles River Revitalization Master Plan
- Contribute to the environmental and ecological health of the City's watersheds
- Establish a positive interface between LA River adjacent property and river parks and/or greenways
- Promote pedestrian, bicycle, and other multi-modal connection between the LA River and its surrounding neighborhoods
- Provide an aesthetically pleasing environment for pedestrians and bicyclists accessing the river area
- Provide safe, convenient access to and circulation along the LA River
- Promote the river identity of river adjacent communities

LAMC Chapter 1, Article 3, Section 13.17F – River Improvement Overlay District

A Project shall conform to all of the following RIO district development regulations:

- Landscaping
 - Landscaping shall conform to the following regulations: 75 percent of any Project's newly landscaped area shall be planted with any combination of the following: native trees, plants and shrubs, or species defined as WatershedWise, or species listed in the Los Angeles County River Master Plan Landscaping Guidelines and Plant Palettes.
- Screening/Fencing
 - Electrical transformers, mechanical equipment, water meters and other equipment shall be screened from public view. The screening may be opaque or perforated, provided that not more than 50 percent of the face is open. The screen shall be at least 6 inches taller than the equipment and not more than 2 feet taller than the equipment.
- With the exception of single-family homes, all projects facing a street that cross the LA River or terminate at the river or a river frontage road shall have all fences within the front or side yards visible from said street consistent with the fence designs identified in the Los Angeles County River Master Plan Landscape Guidelines Exterior Site Lighting.
 - All site and building mounted lighting shall be designed such that it produces a maximum initial luminance value no greater than 0.20 horizontal and vertical foot candles at the site boundary, and no greater than 0.01 horizontal foot candles 15 feet beyond the site. No more than 5.0 percent of the total initial designed lumens shall be emitted at an angle of 90 degrees or higher from nadir (i.e., straight down).
 - All low-pressure sodium, high pressure sodium, metal halide, fluorescent, quartz, incandescent greater than 60 watts, mercury vapor, and halogen fixtures shall be fully shielded.
- Projects located partially or wholly within the Inner Core shall also conform to the following regulations
 - Landscape Buffer. All Projects shall provide a 10-foot landscape buffer as measured from the Project's property line adjacent to the LA River except where a roadway is located within that 10 feet. New building structures or parking shall not be permitted within the 10-foot landscape buffer.
 - Fence. All fences located within 10 feet of the river corridor or a river frontage road street or any adjacent street shall be consistent with the fence designs identified in the Los Angeles County River Master Plan Landscape Guidelines. With the exception of single-family homes, all Projects shall be required to maintain a visual connection between the river corridor and/or frontage road and the abutting property.
 - Fence Height. All fences located less than 10 feet from the LA River shall be no higher than 6 feet in height. All fences located at the 10-foot landscape buffer setback line shall not exceed 10 feet in height.

- Gates. All gates or fences located within 10 feet of the LA River or a river frontage road shall be consistent with the gate designs identified in the Los Angeles County River Master Plan Landscape Guidelines. The gate height shall be consistent with the adjacent fence height and the gate shall be designed so as not to encroach into either the LA River, street or public right-of-way when opened.
- LA River Access.
 - With the exception of single-family homes, all river adjacent projects that partially or wholly abut the LA River shall have Americans with Disabilities Act compliant access gates from their property to the LA River. The gates shall also be accessible for bicycle entry. Access may be controlled and limited to residents, employees and/or visitors of the project.
- Riverfront Door. All projects located either adjacent to the river corridor or frontage road shall include a riverfront door visible to, and accessible from, the river corridor or frontage road.

LAMC Chapter 1, Article 7, Sec. 17.08C

Plans for street lighting system shall be submitted to and approved by the Bureau of Street Lighting.

LAMC Chapter 9, Article 3, Section 93.0117(b)3

No person shall construct, establish, create, or maintain any stationary exterior light source that may cause the following locations to be either illuminated by more than two foot-candles (21.5 lx) of lighting intensity or receive direct glare from the light source. Direct glare, as used in this subsection is a glare resulting from high luminance or insufficiently shielded light sources that is in the field of view.

- Any ground surface intended for use but not limited to recreation, barbecue, or lawn areas on any other property containing a residential unit or units

City of Los Angeles General Plan

As required by the State of California, the City's General Plan addresses goals, policies, and standards related to land use, circulation, housing, conservation, open space, noise, and safety (Los Angeles Department of City Planning, 2017). To address goals that meet the unique needs of the City, the General Plan also includes elements related to health and wellness, air quality, historic preservation and cultural resources, and public facilities and services. Several of the General Plan elements are currently being updated. The General Plan elements that pertain to Aesthetics are described in more detail in the following sections.

For the purpose of this VIA, the following policies from the Open Space Element, and Service Systems Element (Public Recreation Plan), have been gathered to assess potential impacts to the visual environment that can accompany the proposed Project:

Open Space Element

The purpose of the Open Space Element is to provide an official guide for the identification, preservation, conservation, and acquisition of open space in the City (Los Angeles Department of City Planning, 1973). The Element aims to ensure that the City has sufficient open space to meet its recreational, environmental, health, and safety needs. In addition, the Element aims to conserve and preserve the City's environmental resources, as well as provide open spaces that contribute to the City's identity, form, and visual framework. Specific policies pertaining to Aesthetics include (a) consideration of aesthetics in grading plans, and the (b) establishment of scenic corridors. The

following Open Space goals, objectives, and policies pertaining to aesthetics are applicable to the proposed Project:

Goals:

- Provide an open space system which provides identity, form, and a visual framework to the City.

Objectives:

- Identify the need and methods of providing for open space in proposed centers and impacted areas of the City. Impacted areas are generally characterized by factors including low incomes, high incidence of crime, and low educational achievement.

Policies:

- The amount of earth moved in grading operations within desirable open space areas should be limited and closely controlled. Aesthetic consideration should be incorporated into the City's approval of grading plans in these areas.
- Scenic corridors should be established where designated. Each corridor should be specifically "tailored" to the needs of the area and the scenic values to be preserved. Specific studies including implementing ordinances should be prepared for each scenic corridor.

Community Plans

The Project Area is located within the Boyle Heights Community Plan (Los Angeles Department of City Planning, 1998) and the Central City North Community Plan (Los Angeles Department of City Planning, 2000) areas. The following aesthetics-related planning goals, objectives, and policies are presented in both community plans.

Boyle Heights Community Plan

The Boyle Heights Community Plan is intended to communicate the community's needs and ensure that sufficient land is designated for each of the community's needs (City of Los Angeles, 1998). The following aesthetics-related planning goals, objectives, and policies are presented in the community plan (City of Los Angeles, 1998):

Objectives:

- Provide adequate recreation and park facilities which meet the needs of the residents in the community.
- Conserve, maintain, and better utilize existing recreation and park facilities which promote the recreational experience.

Policies:

- Preserve and improve the existing recreation and park facilities and park space.

The Boyle Heights Community Plan is currently being updated, with a draft released in October 2017 (Los Angeles Department of City Planning, 2017).

Central City North Community Plan

The Central City North Community Plan summarizes the most significant land use issues and opportunities that the community faces (City of Los Angeles, 2000). Among these issues, the Community Plan includes goals, objectives, and policies related to provide park facilities and open

space for the purposes of serving the recreational, environmental, and health needs of the community, as well as protecting environmental and aesthetic resources. Specific policies pertaining to aesthetics within the Community Plan include: (a) ensuring that parks are adequately illuminated for safe use at night, and (b) providing a visual balance between open space and urban development within the Community Plan area. The following aesthetics-related planning goals, objectives, and policies are presented in the community plan:

Recreation and Parks Facilities

Goals:

- 4: Adequate recreation and park facilities which meet the needs of the residents in the Plan Area.

Objectives:

- 4-1: Conserve, maintain and better utilize existing recreation and park facilities which promote the recreational needs of the community.

Policies:

- 4-1.1: Preserve the existing recreational facilities and park space.

Open Space

Goals:

- 5: A community with sufficient open space in balance with development to serve the recreational, environmental and health needs of the community and to protect environmental and aesthetic resources.

Objectives:

- 5-1: Preserve existing open space resources and where possible develop new open space.
- 5-2: Ensure the accessibility, security and safety of parks by their users, particularly families with children and senior citizens.

Policies:

- 5-1.1: Encourage the retention of passive and visual open space which provides a balance to the urban development of the Plan Area.
- 5-2.1: Ensure that parks are adequately illuminated for safe use at night where appropriate.

Site-Specific Master Plan

Los Angeles River Revitalization Master Plan

The Los Angeles River Revitalization Master Plan (LARRMP) includes plans to construct a continuous river greenway, providing habitat restoration, open spaces, and pedestrian and bicycle paths along the LA River (City of Los Angeles, 2007). The Plan includes a 32-mile long and 1-mile wide planning area, with goals that include, but are not limited to, establishing guidelines for land use and development around the LA River; enhancing and improving communities adjacent to the LA River; improving public access to the LA River; and providing recreation and open space. The LARRMP includes requirements for landscaped areas, guidelines for improvements to the visibility of the LA River, and guidelines for introducing art. The following goals and recommendations within the LARRMP are applicable to the visual quality and character of the Sixth Street PARC Project:

Goal 1: Create a continuous river greenway

- Establish a River Buffer area within, and adjacent to, the LA River that meets riparian or upland habitat requirements.
- Extend open space, bike paths, and multi-use trails into the tributaries.

Goal 2: Connect neighborhoods to the river

- Provide green arterial connections to the LA River. Where suitable, landscaped areas should be designed to meet upland habitat requirements.
- Create safe, non-motorized routes between the LA River and cultural institutions, parks, civic institutions, transit-oriented development, schools, transit hubs, and commercial and employment centers within one mile of the LA River.
- Increase direct pedestrian and visual access to the LA River.

Goal 3: Extend open space and water quality features into neighborhoods

- Increase open space throughout the LA River Corridor. Where suitable, landscaped areas should be designed to meet upland habitat requirements.
- Provide a diverse system of interconnected parks, recreational fields, and outdoor classrooms.
- Incorporate best management practices (BMPs) in streetscapes and all public landscapes.

Goal 4: Enhance river identity

- Identify physical opportunities to improve the visibility of the LA River Corridor.
- Identify opportunities to improve public perception of the LA River Corridor.
- Encourage local and diverse character within the LA River Corridor.

Goal 5: Incorporate public art along the river

- Identify physical opportunities to introduce art along the LA River.
- Create a River arts program that reflects and celebrates the history of the LA River and the diverse cultures of its surrounding neighborhoods.

Bureau of Street Lighting Design Standards and Guidelines

The Bureau of Street Lighting *Design Standards and Guidelines* manual provides standards for engineers with regards to designing street lighting systems (Bureau of Street Lighting, 2007). The manual provides approval requirements; illumination standards for various areas, roadways, and pedestrian walkways; design considerations; and equipment selection standards.

LA River Design Guidebook

The *LA River Design Guidebook* provides design recommendations that complement the Los Angeles River Revitalization Master Plan and the design guidelines associated with the RIO district (City of Los Angeles, 2016). The Guidebook is intended for use by the communities of Boyle Heights, Arts District, Lincoln Heights, and Chinatown East, and incorporates the input of residents, stakeholders, and representatives from these communities. The *LA River Design Guidebook* provides recommendations for improving and unifying the aesthetic quality of the LA River and surrounding communities.

Chapter 5. Project Impacts

Construction Impacts

Scenic Views

Although there are no officially designated scenic vistas, resources, or highways that are within the Project Area or visible from the Project Area, the Downtown LA skyline could be considered a valued viewshed by residents, pedestrians, bicyclists, and motorists of the Central City North and Boyle Heights neighborhoods. Key components of the proposed Project will include the re-grading required to create new sports fields, open grass areas, multipurpose sports courts, pedestrian and bicyclist paths, performance stages, and pet play areas, among other features. Construction equipment would not introduce new vertical elements in the Project Area, because construction equipment is already present in the Project Area as part of the existing construction site for the Viaduct Replacement Project. The Project Area is currently a construction site with equipment already present, so views to scenic vistas would not change substantially when compared to existing conditions.

Construction equipment (e.g., grading excavators, scrapers, dozers, tractors, loaders, backhoes, forklifts, and portable generators) would be temporarily present in the Project Area for a period extending up to approximately two years for Phase I and six months for Phase II. Construction activities would be short-term and would not have permanent effects on the Downtown LA skyline. In addition, construction equipment would not introduce new vertical elements because construction equipment is already present in the Project Area as part of the existing construction site for the Viaduct Replacement Project. Therefore, views to the Downtown LA skyline would not change substantially when compared to existing conditions.

Light and Glare

Construction of the proposed Project would not create a substantial source of light or glare that would adversely affect daytime views in the area; however, nighttime views may be affected. During construction of the proposed Project, perimeter lighting may be required on the construction site for security and safety purposes during nighttime. If nighttime lighting at the construction site is required, lighting would be directed downward, on-site, and away from surrounding land uses. Spillover light would be minimized to the greatest extent feasible so that it would not interfere with functions of adjacent properties including vision, sleep, privacy, and general enjoyment of the natural nighttime condition. Because the proposed Project would comply with the provisions in the City's Municipal Code, including; LAMC Chapter 1, Article 2, Sec. 12.21A5(k); LAMC Chapter 1, Article 7, Sec. 17.08C; and LAMC Chapter 9, Article 3, Section 93.0117, it is not expected to result in new sources of substantial light or glare.

Shading

Construction of the proposed Project would require the use of construction vehicles that would include cranes and drill rig trucks, among other vehicles and equipment, that may exceed 60 feet in height above ground elevation. However, shading from construction vehicles would be temporary due to the constant mobility of the vehicles throughout the Project Site. Therefore, construction equipment related to the proposed Project would not result in a significant impact on shading in the project area, during construction of the proposed Project.

Visual Character and Quality

Staging during construction of the proposed Project would be coordinated with the construction of the Viaduct Replacement Project; therefore, the proposed Project would not require the additional use or acquisition of public space for equipment and vehicles. Because the Project Area is currently a construction site with construction equipment already present, substantial changes to the existing visual character and quality of the Project Area are not anticipated. In addition, the construction area would be fenced to obscure views of construction activities, materials, and staged equipment. Short-term construction impacts to the existing visual character and quality of the site and its surrounding area would be temporary in nature and all construction equipment and machinery would be removed upon completion of the proposed Project.

Operational Impacts

Scenic Views

For all five viewpoints, the existing visual character is the current construction site for the Viaduct, and was once a heavily industrialized area of low visual quality, and low vividness and unity. Although, there are no officially designated scenic vistas, resources, or highways that are within the Project Area or visible from the Project Area, the Downtown LA skyline could be considered a valued viewshed by residents, pedestrians, bicyclists, and motorists of the Central City North and Boyle Heights neighborhoods. The proposed Project, with its series of natural landscaping, open space, and social and recreational areas, would be more vivid in appearance than the existing construction site, or the previously industrialized zones of the Arts District and Boyle Heights. The effects on the visual intactness and unity of the view would generally be positive, and would improve the visual quality and character of the area.

The proposed Project would not introduce vertical elements tall enough to obstruct views of the Downtown Los Angeles skyline. The proposed Project would include design components that would occur primarily at ground level or underneath the Viaduct, including the addition of pedestrian walking trails, bike paths, sports fields and courts, performance lawns and stages, public seating areas, open grass areas and gardens, and pet play areas. The addition of vertical structures, such as large vegetation, trees, a 30-foot tall public art piece (art piece), and general site and sports field lighting would also be included; however, none of the proposed elements would have the potential to block any scenic vistas. The art piece would be located within the West Park of the proposed Project and would not be located underneath the Viaduct. The proposed project would not include any structures that would exceed 60 feet in height above the ground elevation, and the art piece would not be tall enough to block views of the DTLA skyline. Therefore, the skyline would continue to be visible to all motorists, residents, visitors, and pedestrians.

Light and Glare

The proposed Project would introduce new lighting along the sidewalks, playgrounds, performance stages, and sports areas to increase public safety and visibility. Areas within the proposed Project Site that demonstrate a high need for nighttime lighting include the LA River Access Tunnel, restrooms, and the sports fields and performance areas.

Lighting for security would be installed throughout the Project Site to protect people and property, and illuminated in accordance with the Illuminating Engineering Society (IES) standards, *IES RP-33-14 Lighting for Exterior Environments* and *IES G-1-03 Security Lighting for People, Property and Public Spaces*, as updated by *IES G-1-16 Guide for Security Lighting for People, Property and Critical Infrastructure*. Luminaires with shielded optics would be used, and the proposed Project would be designed to infill lighting in areas where architectural and bridge elements could impede the flow of light. Security lighting would not adversely affect daytime or nighttime views in the area.

The sports fields and performance areas would feature switchable and dimmable lights to reduce lighting when these facilities are not in use. Light levels would be gradually reduced when moving away from the high illuminance sports fields. The use of outdoor lighting for recreational activities would be limited to the proposed operating hours, between 5:00 a.m. and 10:30 p.m. in accordance with LAMC Sec. 63.44. Lighting would be directed on-site, and spillover light would be minimized to the greatest extent feasible so that it would not interfere with functions of adjacent properties including vision, sleep, privacy, and general enjoyment of the natural nighttime condition. In addition, the proposed Project would not include surfaces that would produce glare. Therefore, the proposed Project would not create new sources of substantial light or glare that would adversely affect daytime or nighttime views in the area.

The new walkway lighting would be compliant with all regulations set forth by the City's Bureau of Street Lighting *Design Standards and Guidelines* to ensure that the area receives lighting that meets national illumination standards for vehicular and pedestrian traffic, does not emit light pollution, and produces little glare (Bureau of Street Lighting, 2007). In addition, the lighting for the proposed sports fields and courts would operate in compliance with Los Angeles City RAP illuminance level standards for outdoor sports and recreational facilities. RAP illuminance level standards are measured in horizontal foot candles, which refer to the amount of light being received on a horizontal surface. Los Angeles City RAP standards for the proposed Project would include illumination levels of 30-foot candles average over the entire area of basketball courts and 30-foot candles average over soccer fields. With adherence to the City's *Design Standards and Guidelines*, the City's RAP illuminance standard levels, and the provisions in the City's Municipal Code, including; LAMC Chapter 1, Article 2, Sec. 12.21A5(k); LAMC Chapter 1, Article 7, Sec. 17.08C; and LAMC Chapter 9, Article 3, Section 93.0117, the proposed Project would not result in substantial light or glare effects.

Shading

The proposed Project would not include any light-blocking structures that would exceed 60 feet in height above the ground elevation. Therefore, structures related to the proposed Project would not result in a significant impact on shading in the project area, during operation of the proposed Project.

Visual Character and Quality

Residents and local business employees would most likely notice the changes in the visual environment of the proposed Project. Those who will regularly use the Viaduct, such as residents, pedestrian, business employees, and commuters, would have clear views of the new parks, and would most likely notice changes to the visual environment caused by the proposed Project; however, awareness of a changed area would diminish over time as the new facility becomes a familiar component within the overall viewshed.

To provide a basis for evaluating the aesthetic effects of the proposed Project design, *Existing Conditions* and *Simulated Views* have been provided for this VIA. Images for existing conditions were obtained during a site visit to the Project Area, and simulated views were prepared by project architects and landscape architects for the final community meetings held in the Arts District and Boyle Heights.

These simulations were presented to community members in order to agree upon a balanced design of the park that would include both sports and nature-based features for the public. For each of the five KOPs presented (see **Figure 5**: Key Operation Points (KOP), above in Chapter 3 for KOP locations), the *Existing Conditions* figures (Figures 6, 10, 15, 18, 21, and 22) illustrate the existing views of the Project Area, and the *Simulated View* figures (Figure 8, 9, 12, 13, 16, 17, 19, 20, 23, and 24) illustrate the Project's proposed changes. The evaluation of the aesthetic changes that the proposed Project design would bring to each KOP are discussed below.

Visual Impact at West Park

Existing Conditions - KOP 1: Mateo Street and Sixth Street Bridge

KOP 1 is located at the intersection of Mateo Street and Sixth Street (at the western extent of the former Viaduct). This portion of the Project Area would serve as the western entrance of the proposed Project in the Arts District. Multiple warehouses and commercial storage facilities, which were demolished as part of the Viaduct Replacement Project, occupied the area. As shown in **Figure 6: KOP 1 - Existing Conditions**, The existing view from KOP 1 to the east is the construction site for the Viaduct Replacement Project, which includes fencing around an area of bare ground with staged construction equipment and materials. The Project Area is still neighbored by various industrial and commercial structures to the west and north, including restaurants, bars, warehouses, and a gym.

Resources Changed Under the Proposed Project

The proposed Project would enhance the current conditions of KOP 1 with the addition of West Park, and its amenities that would include an art piece, planted seating areas, flexible play and performance lawns, a rain garden, a dog play area, and an adult fitness area. These amenities are illustrated in **Figure 7: Simulated Aerial View of West Park**.

A street level view of West Park, looking east, is illustrated in **Figure 8: KOP 1 - Simulated View from Mateo Street**, and would provide a noticeable change to the visual quality of the area as a result of the proposed Project. A pedestrian ramp would allow the public to access the upper level of the Viaduct when traveling to and from the park, and is shown in

Figure 9: KOP 1 - Simulated View from Ramp. The proposed Project would include the addition of multiple tables and seating areas, high-canopy trees, and a large open grass area for visitors to lounge comfortably. Paved sidewalks along the perimeter of the Project Area, adjacent to the Viaduct's northern wall, would also be included for pedestrians and bicyclists and would connect the park to the surrounding neighborhood in the west, and the Arts Plaza and River Gateway segment in the east. Re-grading would be required to create the new seating area, open grass area, gardens, and pet play area, which would alter the current topography in the existing view.

Additionally, the art piece and associated interpretive exhibits would improve the visual quality of the existing Project Area, which is currently a construction zone for the Viaduct Replacement Project. The art piece would be located within the West Park of the proposed Project and would cause shade within the proposed the surrounding park area, however, it not be tall enough to block views of the DTLA skyline because the skyline would still be visible from other viewpoints. However, the new amenities would provide a significant upgrade from the current conditions with a naturalistic view that would contrast with the existing urban industrial setting. Lighting along the park's perimeter and pedestrian trails would also be included, and would be appropriately shielded and directed to avoid glare and spillover light effects.

Visual Impact at Arts Plaza and River Gateway

Existing Conditions - KOP 2: Santa Fe Avenue and Mesquit Street

KOP 2 is located at the intersection of Santa Fe Avenue and Mesquit Street. This industrialized area was the location of the former Viaduct, and was also occupied by multiple warehouses and commercial storage facilities that were acquired as part of the Viaduct Replacement Project. As shown in **Figure 10: KOP 2 - Existing Conditions**, the current view includes the construction site for the Viaduct Replacement Project to the west and east, which includes fencing around an area of bare ground with staged construction equipment and materials. To the northeast, a fenced construction site for a Los Angeles County Metro maintenance facility is visible. KOP 2 also includes views of neighboring industrial and commercial buildings to north and south, including a gallery and

warehouses. To the southeast, the Los Angeles Department of Water and Power River Switching Station, including power lines and transformers, is visible. There are several railway tracks further east, but their visibility is limited from KOP 2.

Resources Changed Under the Proposed Project

The proposed Arts Plaza and River Gateway Park would substantially enhance the current conditions of KOP 2 with the addition of various public features. Park amenities are illustrated in

Figure 11: Simulated Aerial View of Arts Plaza and River Gateway, and would include gardens, trees, and groundcover vegetation; open grass areas; a performance stage with terraced seating area; tunnel access to the LA River; and stairway access to the Viaduct above. **Figure 12:** KOP 2 - Simulated View towards Santa Fe Avenue, portrays a street level view of the Arts Plaza and River Gateway Park from Santa Fe Avenue, looking east, which would provide a noticeable change to the view as a result of the proposed Project. The changes would include the addition of shade-loving gardens and groundcover, high-canopy trees, an open grass area for visitors to lounge comfortably, and paved sidewalks along the perimeter of the Project Area for pedestrians and bicyclists. The paved sidewalks would connect the park to the surrounding neighborhood, the West Park, and the LA River.

The Performance Plaza, shown in

Figure 13: KOP 2 - Simulated View from Berm, would include a large performance stage with a terraced seating area for visitors to enjoy public performances, as well as an adjacent tunnel providing access to the LA River. This tunnel would also provide access to the proposed bike path, which would travel underneath the existing railway tracks and extend from Fourth Street in the north, to Seventh Street in the south. Another amenity would include reinforced concrete planted terraces along the east and west banks of the LA River. Lighting along the park's perimeter and its pedestrian trails would be included, and would be appropriately shielded and directed to avoid glare and spillover light effects. Additionally, security lighting would be shielded and would not contribute to a noticeable change in ambient illumination. The performance areas would feature switchable and dimmable lights to reduce lighting when these facilities are not in use. Performance area lighting would be directed on-site, and spillover light would be minimized to the greatest extent feasible so that it would not interfere with functions of adjacent properties including vision, sleep, privacy, and general enjoyment of the natural nighttime condition. The new features of the Arts Plaza and River Gateway would provide a significant upgrade to current conditions for its socially inviting view, compared to the existing conditions of empty open space that currently exist underneath the Sixth Street Bridge.

Visual Impact at East Park

East Park would primarily be located underneath the Sixth Street Viaduct, in the community of Boyle Heights, east of the LA River, and west of U.S. 101. Community member requested this segment include a sports and nature balanced design. East Park would include public amenities such as sports courts and fields, gardens, and landscaped seating areas, as illustrated in **Figure 14:** Aerial View of East Park. East Park would also create a platform for cultural expression for the residents of Boyle Heights and its surrounding neighborhoods by providing opportunities for community events.

East Park at Sixth Street and Mission Road

Existing Conditions

KOP 3 is located at the intersection of East Sixth Street and South Mission Road. This area was previously occupied by commercial warehouses and truck yards, as well as empty space underneath the former Viaduct. The existing view from KOP 3 consists of a construction site for the Viaduct

Replacement Project to the west, east, and south, which includes fencing around an area of bare ground with staged construction equipment and materials (See

Figure 15: KOP 3 - Existing Conditions). Visible vertical elements include power poles, and the support structures for the Viaduct Replacement Project. KOP 3 also features views of neighboring industrial and commercial buildings to the north and south, including several warehouses and

commercial storage facilities. There are several railway tracks further west, but their visibility is limited from KOP 3.

Resources Changed under the Proposed Project

The proposed East Park would substantially enhance the current conditions of KOP 3, at the intersection of Sixth Street and Mission Road, with the addition of various public features and facilities. The eastern segment of this location would include new pedestrian walking trails; gardens, trees, and assorted vegetation throughout the park; an adult fitness area; and a pedestrian ramp that would provide access to the Viaduct above. In the west, shown in **Figure 16: KOP 3 - Simulated View of Ramp**, the park would include similar features, including gardens, treed areas, and pedestrian walking trails, as well as a picnic area on top of a decomposed granite surface, and soccer fields, which would provide a noticeable change to the view as a result of the proposed Project.

The soccer fields, shown in

Figure 17: KOP 3 - Simulated View of Sports Fields, would include two synthetic turf fields, terraced seating areas for spectators, and an adjacent pedestrian walking trail, which would travel along the entire perimeter of the East Park, connecting the Project Area to the surrounding neighborhood of Boyle Heights. Pedestrian lighting along the park's perimeter and field lighting at the sports fields would also be included, and would be appropriately shielded and directed to avoid glare and spillover light effects. Additionally, security lighting would be shielded and would not contribute to a noticeable change in ambient illumination. The sports fields and performance areas would feature switchable and dimmable lights to reduce lighting when these facilities are not in use. In addition, light levels would be gradually reduced when moving away from the high illuminance sports fields. This lighting would be directed on-site, and spillover light would be minimized to the greatest extent feasible so that it would not interfere with functions of adjacent properties including vision, sleep, privacy, and general enjoyment of the natural nighttime condition. The proposed amenities of East Park would provide a significant upgrade to current conditions with its availability of open public space that would create a prominent element within the viewshed in the neighborhood of Boyle Heights, in contrast to vacant open space and vehicle parking areas that once existed underneath the Sixth Street Bridge.

East Park at Anderson Street

Existing Conditions

KOP 4 is located at Anderson Street between Sixth Street and Jesse Street. This location is one of the proposed locations of the East Park segment of the proposed Project. This area was previously occupied by commercial warehouses, industrial facilities, and on-street parking, as well as empty space underneath the former. As shown in **Figure 18: KOP 4 - Existing Conditions**, The existing view from KOP 4 includes the construction site for the Viaduct Replacement Project, which includes fencing around an area of bare ground with staged construction equipment and materials. KOP 4 also includes views of neighboring industrial and commercial buildings to the north and south, including several warehouses and commercial storage facilities. The Downtown LA skyline is visible to the west. A berm vegetated with shrubs, grasses, and palm trees adjacent to U.S. 101 is visible to the east.

Resources Changed under the Proposed Project

The proposed East Park would substantially enhance the current conditions of KOP 4 at Anderson Street, between Sixth Street in the north and Jesse Street in the south, with the addition of various public amenities and facilities. As illustrated in

Figure 19: KOP 4 - Simulated View towards Boyle Heights, this segment of East Park would include sports fields and flex courts; a performance lawn for public shows and events; children and adult fitness areas; public restrooms; water-play facilities; picnic and grilling areas; and pedestrian

walkways throughout the perimeter of the park. The area would be available to the public for community activities such as farmers markets, food truck events, mariachi festivals, and community

movie nights. The proposed East Park features, and public amenities would provide a noticeable change to the view of KOP 4 as a result of the proposed Project.

The flexible play fields and performance lawn would be located in the center of East Park, adjacent to a flex sports court and adult fitness area, as shown in

Figure 20: KOP 4 - Simulated View of Plaza and . This area could be used for various sports, including basketball, futsal, and volleyball. A splash pad and children's play area would be visible from KOP 4. Pedestrian lighting along the park's perimeter and field/court lighting at the sports fields and courts would also be included, and would be appropriately shielded and directed to avoid glare and spillover light effects. The proposed amenities of East Park would provide a significant upgrade to current conditions with its athletic and recreational features, and availability of open public space that would contrast the industrial land uses within the neighborhood of Boyle Heights, and the previous conditions of the vacant open space and vehicle parking areas that once existed underneath the Sixth Street Bridge.

East Park at Clarence Street

Existing Conditions

KOP 5 is located at Clarence Street between Sixth Street and Jesse Street. This location is one of the proposed locations of the East Park segment of the proposed Project. This area was previously occupied by commercial warehouses, industrial facilities, and on-street parking, as well as empty space underneath the former Viaduct. As shown in

Figure 21: KOP 5 - Existing Conditions and Figure 22: KOP 5 - Existing Conditions (towards U.S. 101), The existing view from KOP 5 includes the construction site for the Viaduct Replacement Project to the west and east, which includes fencing around an area of bare ground with staged construction equipment and materials. KOP 5 also includes views of neighboring industrial and commercial structures to the north and south, including several various warehouses and commercial storage facilities. A berm vegetated with shrubs, grasses, and palm trees adjacent to U.S. 101 is visible to the east.

Resources Changed under the Proposed Project

The proposed East Park would substantially enhance the current conditions of KOP 5, at Clarence Street between Sixth Street in the north and Jesse Street in the south, with the addition of various public features and facilities. This segment of East Park would include a rain garden, flexible play area, performance lawn, landscaped seating area, dog play area, sloped meadow and treed area, and pedestrian walkways throughout the perimeter of the park that would connect to the rest of East Park and the neighborhood of Boyle Heights. The proposed features and public amenities at East Park would provide a noticeable change to the view of KOP 5 as a result of the proposed Project.

The flexible play fields and performance lawn would be located near the intersection of Clarence Street and Jesse Street, and is illustrated in **Figure 23: KOP 5 - Simulated View from Clarence Street.** This area could be used for events such as quinceañeras, barbecues and picnics, family reunions, and various athletic activities and games. The rain garden would include assorted vegetation and landscaping with high-canopy trees and public seating areas. The eastern portion of the park would include a dog play area adjacent to a sloped meadow and treed area, as shown in **Figure 24: KOP 5 - Simulated View of Dog Play and Sloped Meadow (towards U.S. 101).**

Pedestrian lighting along the park’s perimeter and field lighting at the sports fields and performance lawn would also be included, and would be appropriately shielded and directed to avoid glare and spillover light effects. Additionally, security lighting would be shielded and would not contribute to a noticeable change in ambient illumination. The sports fields and performance areas would feature switchable and dimmable lights to reduce lighting when these facilities are not in use. In addition, light levels would be gradually reduced when moving away from the high illuminance sports fields. This lighting would be directed on-site, and spillover light would be minimized to the greatest extent feasible so that it would not interfere with functions of adjacent properties including vision, sleep,

privacy, and general enjoyment of the natural nighttime condition. The proposed amenities of East Park would provide a significant upgrade to current conditions for its naturalistic and socially inviting view, and availability of open public space within the urban background of the Boyle Heights neighborhood, in contrast to the vacant open space and vehicle parking areas that once existed underneath the Sixth Street Bridge.

Figure 6: KOP 1 - Existing Conditions

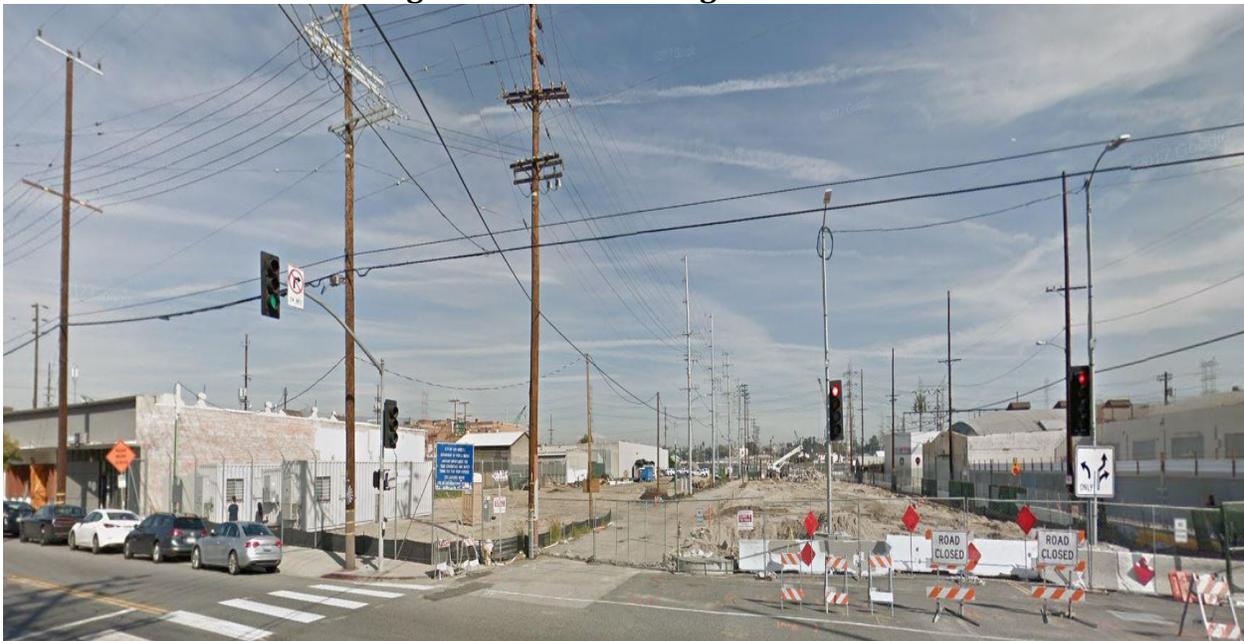


Figure 7: Simulated Aerial View of West Park



Figure 8: KOP 1 - Simulated View from Mateo Street



Figure 9: KOP 1 - Simulated View from Ramp



Figure 10: KOP 2 - Existing Conditions

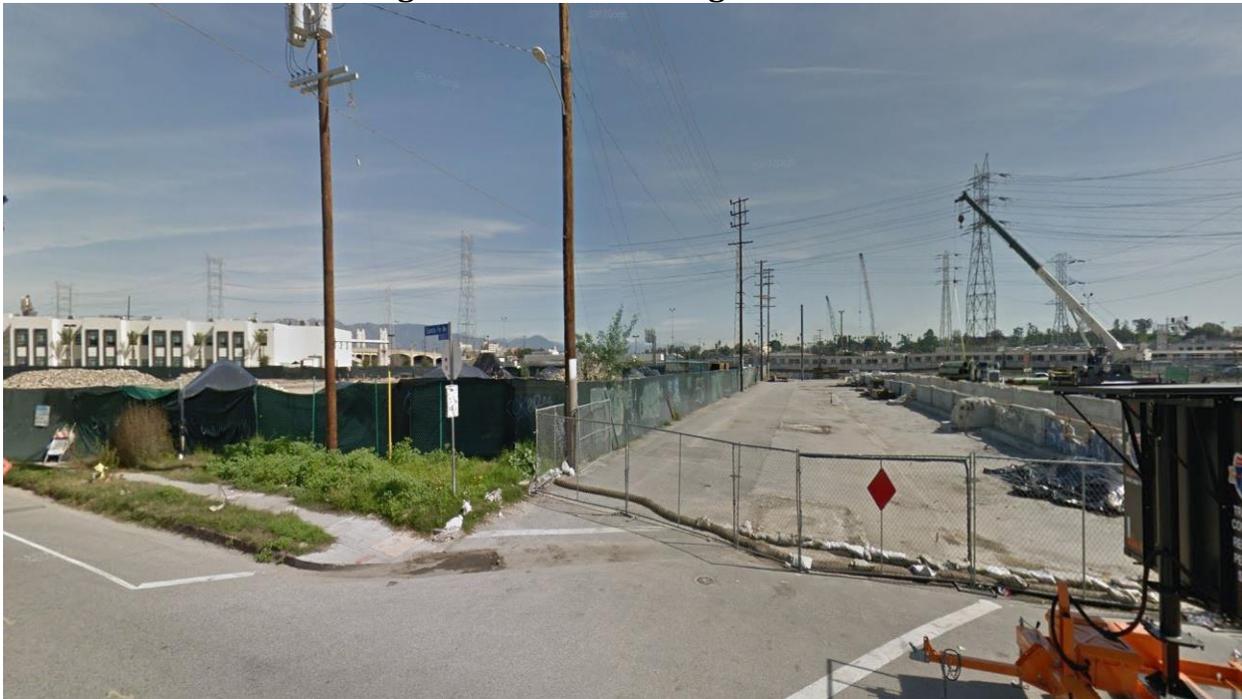


Figure 11: Simulated Aerial View of Arts Plaza and River Gateway



Figure 12: KOP 2 - Simulated View towards Santa Fe Avenue



Figure 13: KOP 2 - Simulated View from Berm



Figure 14: Aerial View of East Park



Figure 15: KOP 3 - Existing Conditions



Figure 16: KOP 3 - Simulated View of Ramp



Figure 17: KOP 3 - Simulated View of Sports Fields



Figure 18: KOP 4 - Existing Conditions



Figure 19: KOP 4 - Simulated View towards Boyle Heights



Figure 20: KOP 4 - Simulated View of Plaza and Splash Pad



Figure 21: KOP 5 - Existing Conditions



Figure 22: KOP 5 - Existing Conditions (towards U.S. 101)

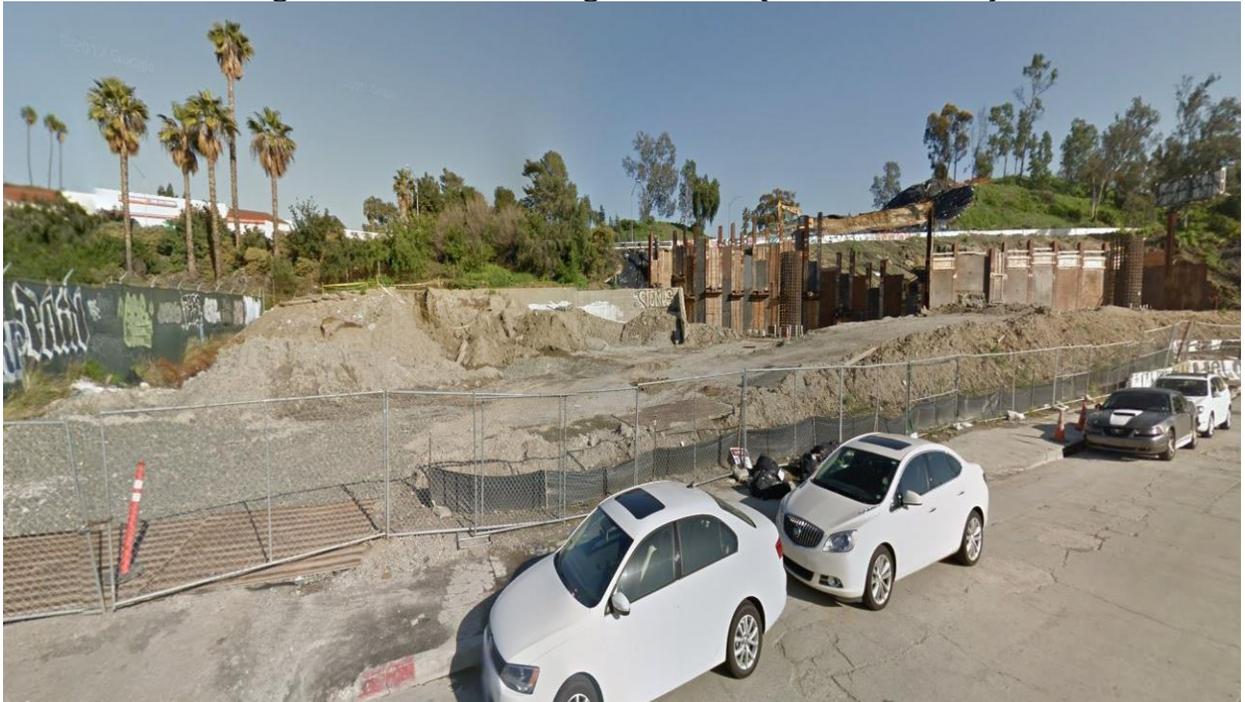


Figure 23: KOP 5 - Simulated View from Clarence Street



Figure 24: KOP 5 - Simulated View of Dog Play and Sloped Meadow (towards U.S. 101)



Best Management Practices

- **BMP-1: Construction Lighting**

If nighttime lighting at the construction site is required, lighting would be directed downward, on-site, and away from surrounding land uses.

- **BMP-2: Construction Staging and Construction Staging Area**

Construction staging would be coordinated with the construction of the Viaduct Replacement Project; therefore, additional use or acquisition of public space for equipment and vehicles would not be required. The construction area would be fenced to obscure views of construction activities, materials, and staged equipment.

- **BMP-3: Operational Lighting**

Outdoor lighting for recreational activities would be limited to the proposed operating hours.

- **BMP-4: Regulatory Requirements for Lighting**

- Proposed Project illumination will comply with the provisions in the City's Municipal Code, including LAMC Chapter 1, Article 2, Sec. 12.21A5(k); LAMC Chapter 1, Article 7, Sec. 17.08C; and LAMC Chapter 9, Article 3, Section 93.0117.
- The new walkway lighting would be compliant with all regulations set forth by the City's Bureau of Street Lighting Design Standards and Guidelines to ensure that the area receives lighting that meets national illumination standards for vehicular and pedestrian traffic, does not emit light pollution, and produces little glare.
- Lighting for sports fields and courts would operate in compliance with Los Angeles City RAP illuminance level standards for outdoor sports and recreational facilities.
- Lighting for security would be illuminated in accordance with the IES standards, *IES RP-33-14 Lighting for Exterior Environments* and *IES G-1-03 Security Lighting for People, Property and Public Spaces*, as updated by *IES G-1-16 Guide for Security Lighting for People, Property and Critical Infrastructure*.

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Chapter 8. Acronyms and Abbreviations

AIR – Artists-in-Residence

Arts District – Downtown Los Angeles Arts District

Art Piece – 30-foot tall public art piece

BMP – Best Management Practices

BNSF – Burlington Northern Santa Fe

BOE – Bureau of Engineering

Caltrans – California Department of Transportation

CEQA – California Environmental Quality Act

City – City of Los Angeles

DEIR – Draft Environmental Impact Report

FHWA – Federal Highway Administration

IES – Illuminating Engineering Society

KOP – Key Observation Points

LADOT – City of Los Angeles Department of Transportation

LADWP – Los Angeles Department of Water and Power

LAMC – Los Angeles Municipal Code

LID – Low Impact Development

LRRMP – Los Angeles River Revitalization Master Plan

M1 – Limited Industrial zoning

M2 – Light Industrial zoning

M3 – Heavy Industrial zoning

Metro – Los Angeles County Metropolitan Transportation Authority

OS – Open Space zoning

PARC – Park, Arts, River & Connectivity

PF – Public Facilities zoning

Project – Sixth Street PARC Improvement Project

P/R – Parks and Recreation Element (Los Angeles County)

RAP – City of Los Angeles Department of Recreation and Parks

RIO – River Improvement Overlay

LA River – Los Angeles River

SCRRA – Southern California Regional Rail Authority

TLRW – Transmission Right of Way

U.S. 101 – United States Highway 101

UPRR – Union Pacific Railroad

USACE – United States Army Corps of Engineers

VIA – Visual Impact Assessment

Viaduct – Sixth Street Viaduct