



Sixth Street Park, Arts, River & Connectivity Project (PARC) Project SCH #2017041045

DRAFT ENVIRONMENTAL IMPACT REPORT - APPENDICES



May 2021

PREPARED FOR:

City of Los Angeles, Department of Public Works
Bureau of Engineering, Environmental Management Group
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WITH ASSISTANCE FROM:

GPA Consulting



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**APPENDIX A:
NOTICE OF PREPARATION/
INITIAL STUDY**

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NOTICE OF PREPARATION

April 13, 2017

To: Neighbors, Stakeholders, Public Agencies and Interested Parties

From: City of Los Angeles
Department of Public Works, Bureau of Engineering
Environmental Management Group
1149 South Broadway, Los Angeles, CA 90015

Subject: Notice of Preparation of a Draft Environmental Impact Report for the Proposed Sixth Street Park, Arts, River, and Connectivity Improvements (PARC) Project
State Clearinghouse No. (SCH#) Pending Assignment by CA Office of Planning and Research

The City of Los Angeles (City) Bureau of Engineering (BOE) is beginning the environmental review process for the proposed Sixth Street PARC Project (Project), located beneath and adjacent to the Sixth Street Viaduct between Mateo Street to the west and the United States Highway 101 to the east in Los Angeles (see attached Project Location Map). The City's BOE is the Lead Agency under the California Environmental Quality Act (CEQA). As the CEQA Lead Agency, the City's BOE has prepared an Initial Study (IS)/Environmental Checklist in accordance with current City of Los Angeles Guidelines for Implementation of CEQA of 1970, Article I, and Section 15082 of CEQA Guidelines. A copy of the IS is available on the enclosed CD.

The City is requesting input from public agencies, stakeholders, and other interested parties on the scope and content of the environmental information relevant to the statutory responsibilities of agencies and to the concerns of other interested stakeholders. Using the information obtained through the environmental scoping period, the City will prepare an Environmental Impact Report (EIR) to analyze the environmental impacts of the proposed Project and alternatives. The City's BOE welcomes comments and/or concerns related to the content of the environmental information presented and invites you to attend a public meeting in your neighborhood to learn more about the proposed Project and participate in the environmental review process. You can learn more about the design process for the proposed Project here: <http://www.sixthstreetviaduct.org/parc>.

Proposed Project Elements

The proposed Project generally includes components noted in the Los Angeles River Revitalization Master Plan. The proposed Project may include the following elements and activities:

- One or more office/community/concession building(s);
- Landscaping/planting, irrigation systems, and open space;
- Performance area(s), public gathering/assembly areas, and public art;
- Recreational courts and fields, which could include synthetic soccer field(s) and field lighting; basketball or other sports court(s); soccer warm-up and stretching zones and a skate park;
- Playground area and equipment; stationary exercise equipment;
- Water features such as splash pads;
- Dog park and related amenities;
- Typical park site furnishings and amenities, which could include benches, tables, bike racks, bicycle rentals, kiosks, drinking fountains, safety bollards, lighting and signage, fencing, restrooms, and equipment storage;



- Pedestrian paths, bicycle paths and connections, internal park roadways and service roads, and related lighting and parking areas/spaces; street lighting;
- Rehabilitation of the existing pedestrian/vehicular tunnel on the west side of the River;
- Utility connections; Utility relocations and undergrounding in some areas may be required;
- Retaining walls; stormwater infrastructure improvements;
- Terracing with vegetation planters and construction of a bikeway may occur within the River channel bank adjacent to the proposed Arts Plaza, extending from Fourth Street to Seventh Street with connections to the bridge structures; terracing may also occur on the opposite River bank, or at street level within the project boundaries;
- Connectivity improvements, which may include, but are not limited to, the use of colored concrete pavement to delineate limits of park areas; parking on adjacent streets; and pedestrian activated cross walks on Santa Fe Avenue, Mission Road, Jesse Street, South Anderson Street, and South Clarence Street;
- Site soil would be compliant with residential soil standards and/or standards that support park use. Soil remediation activities during construction may be required;
- Demolition activities may include demolition of existing urban infrastructure, such as buildings, pavement, and roadways; and
- Right-of-way acquisition and relocation, as well as temporary construction easements. The majority of the property requirements for the proposed Project have been secured by the Viaduct Replacement Project.

Potential Environmental Effects

Potential environmental effects associated with the proposed Project include the following, which are included in the scope of the IS and will be discussed in detail in the Draft EIR: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology/Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Noise, Population and Housing, Public Services, Recreation, Transportation/Traffic, Utilities/Service Systems, and Mandatory Findings of Significance.

Availability of the Initial Study

In accordance with the CEQA statutes and Guidelines, the IS is being circulated for public review and comment. **The public review period for this IS will begin on April 13, 2017 and will conclude on May 15, 2017.** Environmental documents related to the proposed Project, including the IS, can be found on the BOE's website here: http://eng.lacity.org/techdocs/emg/sixthstreet_parks_arts.htm. Copies of the IS are also available for public review at the following locations:

- Central Library, 630 West 5th Street, Los Angeles, CA 90071
- Little Tokyo Library, 203 South Los Angeles Street, Los Angeles, CA 90012
- Robert L Stevenson Library, 803 Spence Street, Los Angeles, CA 90023
- Benjamin Franklin Library, 2200 East 1st Street, Los Angeles, CA 90033
- BH Technology Center: 1600 East 4th Street, Los Angeles, CA 90033
- Boyle Heights City Hall: 2130 East 1st Street Suite 241, Los Angeles, CA 90033

Scoping Meeting

A public scoping meeting will be held to obtain input on the IS and the scope and content of the EIR:

May 3, 2017, 6:00 pm – 8:00 pm

Puente Learning Center

501 South Boyle Avenue, Los Angeles, CA 90033

Comments

Please submit your comments, concerns, and any other information that will be helpful in preparing an informative EIR by **May 15, 2017**. Comments may be submitted by email to: jan.green.rebstock@lacity.org (please include Sixth Street PARC Project in the subject line). Please include the name, telephone number, mailing address, and e-mail address of a person to contact if we have any questions regarding your comment. Comments may also be submitted by mail to: **RE: Sixth Street PARC**; Dr. Jan Green Rebstock; City of Los Angeles, Public Works, Bureau of Engineering; Environmental Management Group; 1149 South Broadway, 6th Floor, Mail Stop 939; Los Angeles, CA 90015-2213. If you have any questions about the environmental review process for the proposed Sixth Street PARC Project, please contact Dr. Jan Green Rebstock at (213) 485-5671.

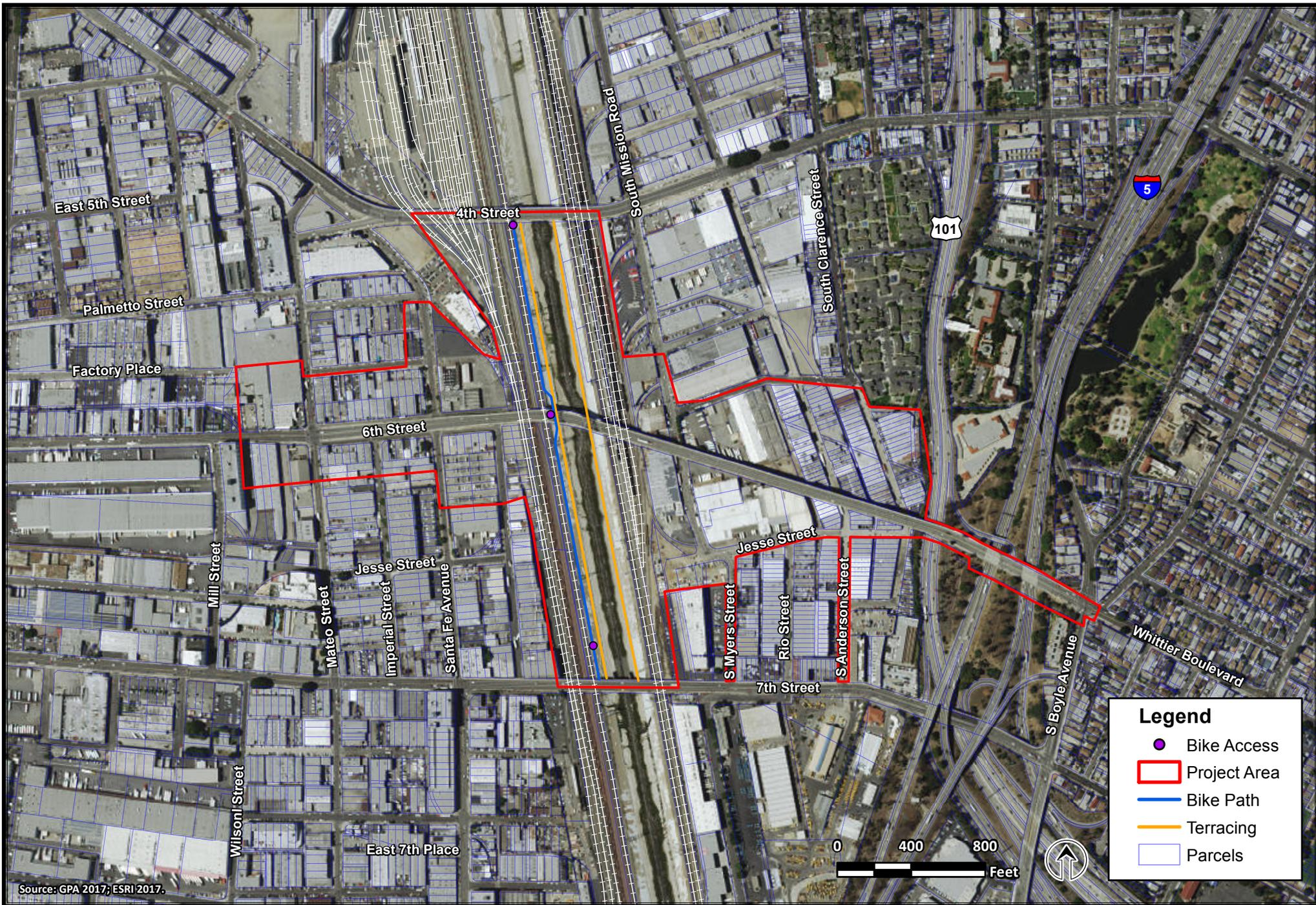


FIGURE 1. PROJECT LOCATION
Sixth Street PARC Project



NOTICE OF PREPARATION

INCLUDING AN

INITIAL STUDY/ENVIRONMENTAL CHECKLIST

FOR THE

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

PREPARED FOR:

City of Los Angeles, Department of Public Works
Bureau of Engineering, Environmental Management Group
1149 S. Broadway, Suite 600, Los Angeles CA 90015
Contact: Dr. Jan Green Rebstock, Environmental Supervisor II
213-485-5761, Jan.Green.Rebstock@lacity.org

WITH ASSISTANCE FROM:

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Chapter 1

Introduction

The City of Los Angeles Bureau of Engineering (LABOE) has prepared this Notice of Preparation (NOP)/Initial Study (IS) to evaluate the potential environmental impacts associated with the construction and operation of the proposed Sixth Street Park, Arts, River & Connectivity Improvements (PARC) Project (Project), which is located in the City's Arts District and Boyle Heights neighborhoods. As part of the permitting process for LABOE, the proposed Project is required to undergo an environmental review process pursuant to the California Environmental Quality Act (CEQA).

One of the main objectives of CEQA is to disclose the potential environmental effects of proposed activities to the public and decision-makers. Under CEQA, LABOE as the Lead Agency has prepared an IS and determined that an environmental impact report (EIR) is needed. CEQA requires that the potential environmental effects of a project be evaluated prior to implementation. This IS includes a discussion on the proposed Project's effects on the existing environment and identifies which potential impacts and environmental resource areas will be studied further and presented in the Draft EIR.

Authority

CEQA was enacted in 1970 and is codified in the California Public Resources Code (Sections 21000 et.al.). The CEQA statute contains detailed rules governing the content of environmental documents and the environmental review process by State and local agencies. It also provides decision-makers and the public with information regarding environmental effects of a proposed project; identifying means of avoiding environmental damage; and disclosing to the public the reasons behind a project's approval even if it leads to environmental impacts. LABOE has determined the proposed Project is subject to CEQA, and no exemptions apply.

This IS has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.) and the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.).

Lead, Responsible and Trustee Agencies

LABOE is the Lead Agency for the proposed Project, pursuant to Section 15367 of the CEQA Guidelines, because it has the greatest degree of discretion to approve or deny the proposed Project. Approvals of permits include, but are not limited to, final design of public facilities and construction contracts.

In addition to the Lead Agency, several other agencies have special roles with respect to the proposed Project as responsible or trustee agencies. These agencies will use the EIR once it is prepared as the basis for their decisions to issue any approvals and/or permits that may be required. Permits and approvals noted in Table 1 are anticipated to be required to implement the proposed Project. For example, upon design and construction by BOE, the City's Recreation and

Parks Department is anticipated to operate and maintain the PARC Project on the east side of the River. In addition, the City's Bureau of Sanitation (LA Sanitation) may be responsible for the maintenance and operation for some of the stormwater management infrastructure for the proposed Project.

Scope of the Initial Study

This IS evaluates the proposed Project's effects on the following resource areas:

- Aesthetics
- Air Quality
- Cultural Resources
- Greenhouse Gas Emissions
- Hydrology & Water Quality
- Mineral Resources
- Population & Housing
- Recreation
- Utilities & Service Systems
- Agriculture & Forestry Resources
- Biological Resources
- Geology/Soils
- Hazards & Hazardous Materials
- Land Use & Planning
- Noise
- Public Services
- Transportation & Traffic
- Mandatory Findings of Significance

Impact Terminology

The following terminology is used to describe each impact's level of significance:

Potentially Significant Impact. This category is only applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less than significant level.

Less than Significant After Mitigation Incorporated. This category applies where the incorporation of mitigation measures would reduce an effect from a "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measure(s), and briefly explain how it would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

Less than Significant Impact. This category is identified when a proposed project would result in impacts below the threshold of significance, and no mitigation measures are required.

No Impact. This category applies when a proposed project would not create an impact in the specific environmental issue area. "No Impact" answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply to the specific project (e.g., the project falls outside a fault rupture zone). A "No Impact"

answer should be explained where it is based on project-specific factors as well as general standards (e.g., a proposed project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

LABOE and other public agencies have identified applicable “thresholds of significance” for certain types of environmental impacts, such as traffic, noise, and air quality impacts. Thresholds of significance for the proposed project are based on the *City of Los Angeles CEQA Thresholds Guide (2006)*, and are identified in this IS where applicable.

Document Format

This IS contains seven sections:

Chapter 1. Introduction. This section provides an overview of the proposed Project and the CEQA environmental documentation process.

Chapter 2. Project Description. This section provides a detailed description of the proposed Project objectives and components.

Chapter 3. Initial Study Environmental Checklist. This section presents the CEQA checklist for all impact areas and mandatory findings of significance.

Chapter 4. Impacts and Mitigation Measures. This section provides a detailed description of the proposed Project impacts and mitigation measures.

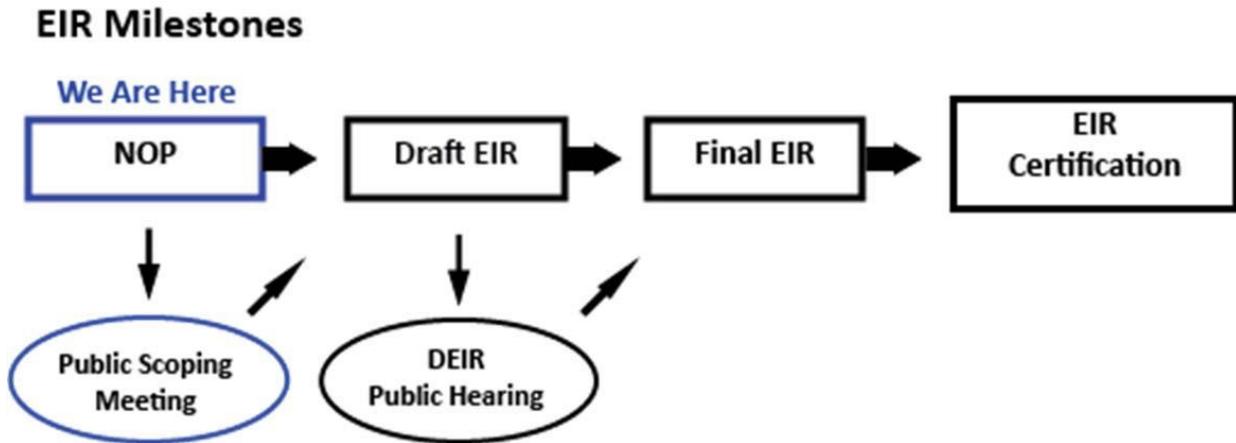
Chapter 5. References. This section provides a list of reference materials used during the preparation of the IS.

Chapter 6. Preparers and Contributors. This section provides a list of key personnel involved in the preparation of the IS.

Chapter 7. Acronyms and Abbreviations. This section provides a list of acronyms and abbreviations used throughout the IS.

CEQA Process & Availability of the Initial Study

EIR Process Overview



The CEQA process is initiated when the Lead Agency identifies a proposed project. The Lead Agency then normally prepares an IS to identify the preliminary environmental impacts of the proposed project. The IS for the PARC Project determined that the proposed Project could have significant environmental impacts that would require further study and the need to implement mitigation measures. Therefore the Lead Agency has decided to prepare an EIR. A Notice of Preparation (NOP) is prepared to notify public agencies and the general public that the Lead Agency is starting the preparation of an EIR for the proposed Project. The NOP and IS are circulated for a 30-day review and comment period. During this review period, the Lead Agency requests comments from agencies, interested parties, stakeholders, and the general public on the scope and content of the environmental information to be included in the Draft EIR.

After the close of the 30-day review and comment period, the lead agency continues the preparation of the Draft EIR and associated technical studies (if any). Once the Draft EIR is complete, a Notice of Availability (NOA) is prepared to inform agencies and the general public of the document and the locations where the document can be reviewed. The Draft EIR and NOA are circulated for a 45-day review and comment period to provide agencies and the general public an opportunity to review and comment on the adequacy of the analysis and the findings regarding potential environmental impacts of the proposed Project.

After the close of the 45-day review and comment period, responses to all comments received on the Draft EIR are prepared. The Lead Agency prepares a Final EIR, which incorporates the Draft EIR or a revision to the Draft EIR, Draft EIR comments and list of commenters, and a response to comments discussion. In addition, the Lead Agency must prepare the findings of fact for each significant effect identified, a statement of overriding considerations if there are significant impacts that cannot be mitigated, and a mitigation monitoring and reporting program to ensure that all proposed mitigation measures are implemented.

The Board of Public Works will consider the Final EIR and make a recommendation to the Los Angeles City Council, as the governing body of the City of Los Angeles, regarding certification of the Final EIR and approval of the proposed Project. The City Council may certify and approve the Final EIR or may choose to not approve the proposed Project.

During the environmental review and project approval process, individuals, public agencies, and organizations may address the Board of Public Works and City Council regarding the proposed Project. Public notification of agenda items for the Board of Public Works is available here:

<http://bpw.lacity.org/Agendas.html>

City Council agenda items are posted 72 hours prior to the public meeting. The City Council agenda can be obtained by visiting the City Council:

City Hall
200 North Spring Street
John Ferraro Council Chamber, Room 340
Los Angeles, CA 90012

Alternatively, agendas can also be accessed via the internet at the following location:

<http://lacity.org/city-government/elected-official-offices/city-council/council-calendar>

Within five days of project approval, the LABOE will file a Notice of Determination (NOD) with the County Clerk. The NOD will be posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the CEQA approval by the Lead Agency. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the proposed Project and to issues that were presented to the Lead Agency by any person in writing during the public review and comment periods regarding the EIR.

Availability of the Initial Study

In accordance with the CEQA statutes and Guidelines, the IS is being circulated for a minimum of 30 days for public review and comment. The public review period for this IS will begin on April 13, 2017 and will conclude on May 15, 2017. The IS or a notice where the IS can be downloaded online or reviewed has been distributed to public agencies, organizations, neighbors, and other interested parties for review and comment. The IS is available for public review at the following locations:

- Central Library, 630 W 5th Street, Los Angeles, CA 90071
- Little Tokyo Library, 203 S. Los Angeles Street, Los Angeles, CA 90012
- Robert L Stevenson Library, 803 Spence Street, Los Angeles, CA 90023
- Benjamin Franklin Library, 2200 E. 1st Street, Los Angeles, CA 90033
- BH Technology Center: 1600 E. 4th Street, Los Angeles, CA 90033
- Boyle Heights City Hall: 2130 E. 1st Street Suite 241, Los Angeles, CA 90033

In addition, the IS is available online at:

http://eng.lacity.org/techdocs/emg/sixthstreet_parks_arts.htm

Approximately 5,000 notices were sent to community residents, stakeholders, and local agencies about the availability of the IS and the opportunity to attend a public meeting to learn more about the proposed Project and provide comments on the IS.

Scoping Meeting

A public scoping meeting will be held to obtain input on the IS and the scope and contents of the EIR:

May 3, 2017, 6:00 pm – 8:00 pm
Puente Learning Center
501 S. Boyle Ave, Los Angeles, CA 90033

During the scoping period, the public has the opportunity to provide written comments on the information contained within this IS or provide comments at a public meeting. Comments on the IS and responses to comments will be included in the record and considered by LABOE during preparation of the EIR.

In reviewing the IS, responsible and trustee agencies and interested members of the public should focus on the sufficiency of the document in identifying and analyzing potential project impacts on the environment, and ways in which the potential significant effects of the proposed Project could be avoided or mitigated. Comments on the IS should be submitted in writing by **May 15, 2017**. Please submit written comments to:

Dr. Jan Green Rebstock, Environmental Supervisor II
Los Angeles Bureau of Engineering, Environmental Management Group
1149 S. Broadway, Suite 600, Mail Stop 939
Los Angeles, CA 90015

Written comments may also be sent via email to jan.green.rebstock@lacity.org. Comments sent via email should include the project title (Sixth Street PARC) in the subject line and a valid mailing address in the email.

If you have any questions regarding the environmental review process for the proposed Sixth Street PARC Project, please contact:

Dr. Jan Green Rebstock, Environmental Supervisor II
Los Angeles Bureau of Engineering
213.485.5761
Jan.Green.Rebstock@lacity.org

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.

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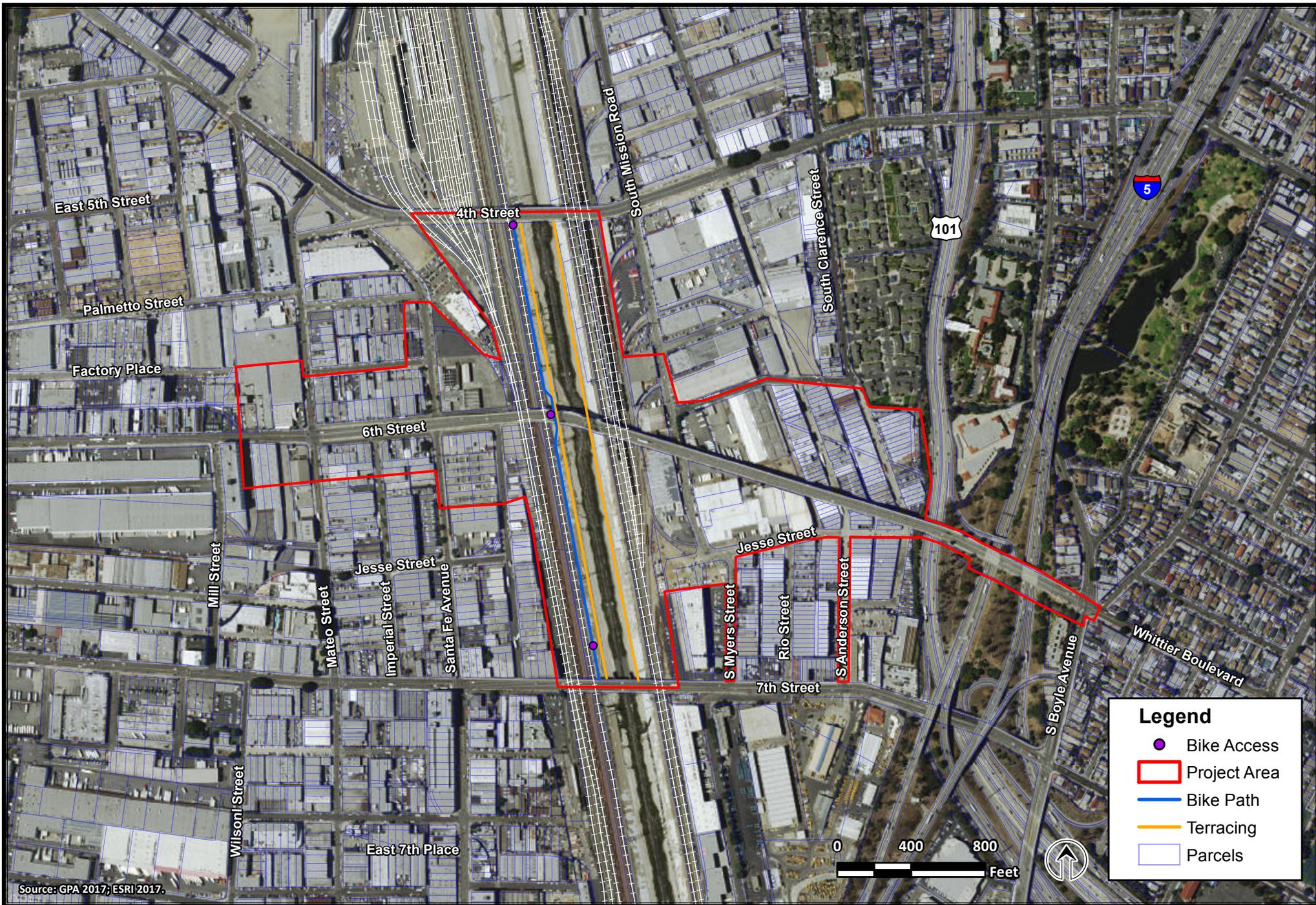


FIGURE 1. PROJECT LOCATION
Sixth Street PARC Project

Project Objectives

The objectives of the Sixth Street PARC Project are to:

- 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 capture; and
- Provide safe pedestrian and bicycle access to the River.

The most extensive potential project scope and associated impacts are being presented in this NOP/IS; however, the City will only construct project elements that are within available funding. Project components that are projected to be funded locally could be funded through state or federal grants if funding is secured.

The proposed Project will conform to the Los Angeles River Revitalization Master Plan, the City of Los Angeles Mobility Plan 2035, the One Water LA Plan, and other local and adopted plans as applicable. Consistent with the project objectives, the proposed Project will 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 (L.I.D.), 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 capture throughout the site.

Project Background

The proposed Project is located underneath and adjacent to the Sixth Street Viaduct Replacement Project (Viaduct Replacement Project). The City has completed the design to replace the Viaduct, and the Viaduct has been demolished. Construction of the new Viaduct has begun and it is anticipated to be substantially complete in 2020. As part of the environmental review process for the Viaduct Replacement Project, a joint Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and Section 4(f) Evaluation was completed by the City and Caltrans. As Lead Agency under CEQA, the City Council approved the EIR on November 18, 2011; as the Lead Agency

under the NEPA, Caltrans approved the Record of Decision (ROD) for the EIS on December 21, 2011.

Subsequently, the Sixth Street Viaduct Seismic Improvement (Replacement) Project EIR/EIS has been revalidated and amended several times to accommodate minor changes in scope, setting, effects, mitigation measures, and requirements. Among the additional environmental documentation, in February 2016, a NEPA Environmental Reevaluation/CEQA Addendum was prepared for the viaduct replacement, new bridge design and other new viaduct features in concept including:

- Bike/pedestrian ramps and stairs on both sides of the bridge deck to the area below the viaduct to allow for maximum bike/pedestrian connectivity;
- Designated open space on both sides of the River to promote community cohesion;
- Soccer field and other recreational and pedestrian amenities, such as community gathering and public performance space, on the east side of the River;
- Modification of the River access way to provide connectivity to the planned River downtown corridor bike path; and
- Stairs to provide access from the ground below to the bridge deck on both sides of the River.

This scope was incorporated into the Sixth Street Viaduct Seismic Improvement (Replacement) Project EIR/EIS through NEPA re-validation (March 2016)/CEQA concurrence (April 2016).

Community Engagement

Planning efforts to engage local communities and stakeholders in the proposed Project design began in January 2017. These efforts include:

- **Site tours:** Guided community site tours of the proposed Project area were conducted on January 7, 2017 with community leaders.
- **Small focus group meetings:** Small focus group meetings were held with community leaders and youth on January 10, 2017; January 12, 2017; and March 8, 2017 to discuss potential park features and uses.
- **Large community meetings:** Community meetings were held on February 7 and 8, 2017 and March 28 and 30, 2017 with a combined attendance of more than 300 people to discuss potential park features and uses, and the evolving park design process.
- **Small group meetings:** Additional small group meetings, and focus groups, and presentations to community stakeholders groups throughout the project area have also occurred.
- **Community survey:** Online and paper surveys were conducted to better understand the potential park user needs and obtain public input on desired park uses and amenities. Over 1,000 people responded and a summary of the results will be posted at <http://www.sixthstreetviaduct.org/>.

The project design team will continue to engage the community throughout the design process. Updates

on upcoming meetings can be found at <http://www.sixthstreetviaduct.org>.

Proposed Project Elements

The proposed Project generally includes components noted in the Los Angeles River Revitalization Master Plan. The proposed Project may include the following elements and activities (see **Figure 2** through **Figure 7** for three proposed conceptual designs):

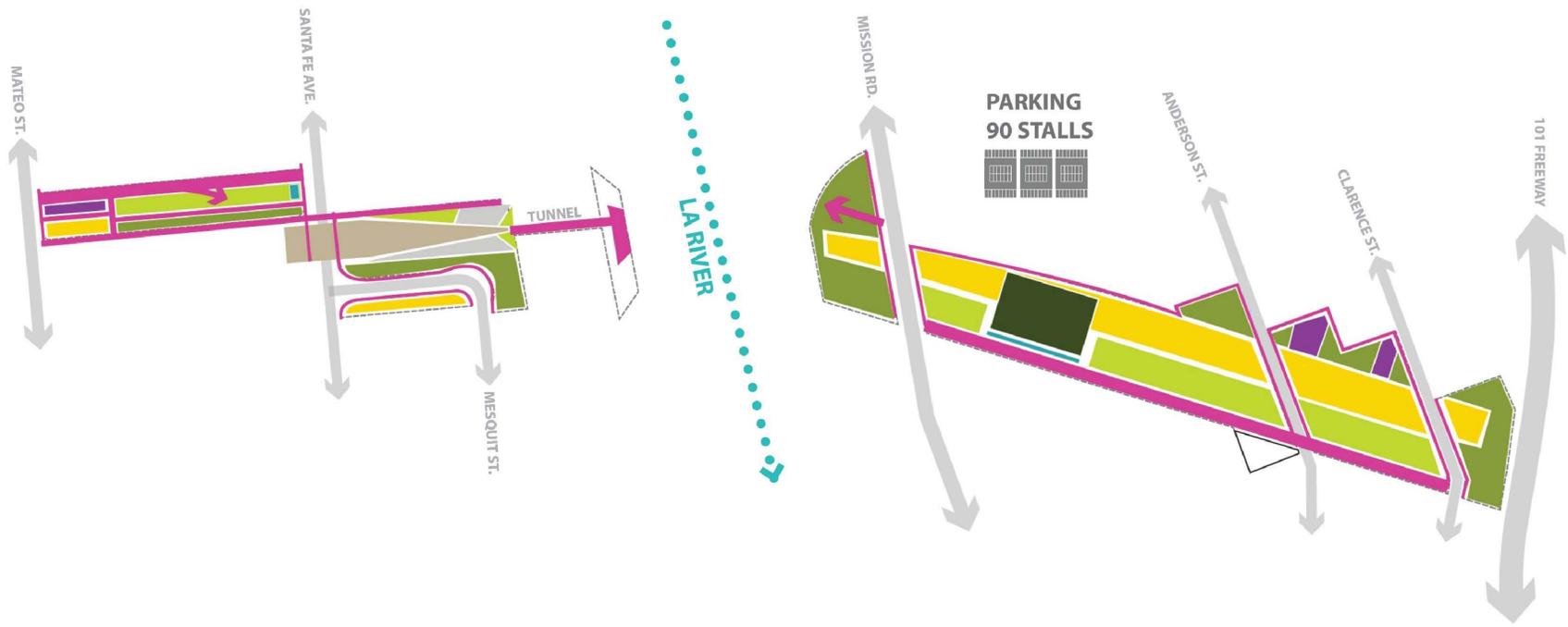
- One or more office/community/concession building(s);
- Landscaping/planting, irrigation systems, and open space;
- Performance area(s), public gathering/assembly areas, and public art;
- Recreational courts and fields, which could include synthetic soccer field(s) and field lighting; basketball or other sports court(s); soccer warm-up and stretching zones and a skate park;
- Playground area and equipment; stationary exercise equipment;
- Water features such as splash pads;
- Dog park and related amenities;
- Typical park site furnishings and amenities, which could include benches, tables, bike racks, bicycle rentals, kiosks, drinking fountains, safety bollards, lighting and signage, fencing, restrooms, and equipment and maintenance storage unit(s);
- Pedestrian paths, bicycle paths and connections, internal park roadways and service roads, and related lighting and parking areas/spaces; street lighting;
- Rehabilitation of the existing pedestrian/vehicular tunnel on the west side of the River;
- Utility connections (electrical and plumbing); Utility relocations and undergrounding in some areas may be required;
- Retaining walls; stormwater infrastructure improvements;
- Terracing with vegetation planters and construction of a bikeway may occur within the River channel bank adjacent to the proposed Arts Plaza, extending from Fourth Street to Seventh Street with connections to the bridge structures; terracing may also occur on the opposite River bank, or at street level within the project boundaries;
- Connectivity improvements, which may include, but are not limited to, the use of colored concrete pavement to delineate limits of park areas; parking on adjacent streets; and pedestrian activated cross walks on Santa Fe Avenue, Mission Road, Jesse Street, South Anderson Street, and South Clarence Street;
- Site soil would be compliant with residential soil standards and/or standards that support park use. Soil remediation activities during construction may be required;
- Demolition activities may include demolition of existing urban infrastructure, such as buildings, pavement, and roadways; and

- Right-of-way (ROW) acquisition and relocation, as well as temporary construction easements (TCE). The majority of the property requirements for the proposed Project have been secured by the Viaduct Replacement Project.

CONCEPTUAL DESIGN APPROACHES

CONCEPT 01 - PROMENADE

- OPEN LAWN
- MEADOW + TREED
- SYNTHETIC TURF
- BIOSWALES
- NATIVE GARDENS
- POTENTIAL PROGRAM AREAS
- TERRACES + STAGE
- PLAZA
- CIRCULATION



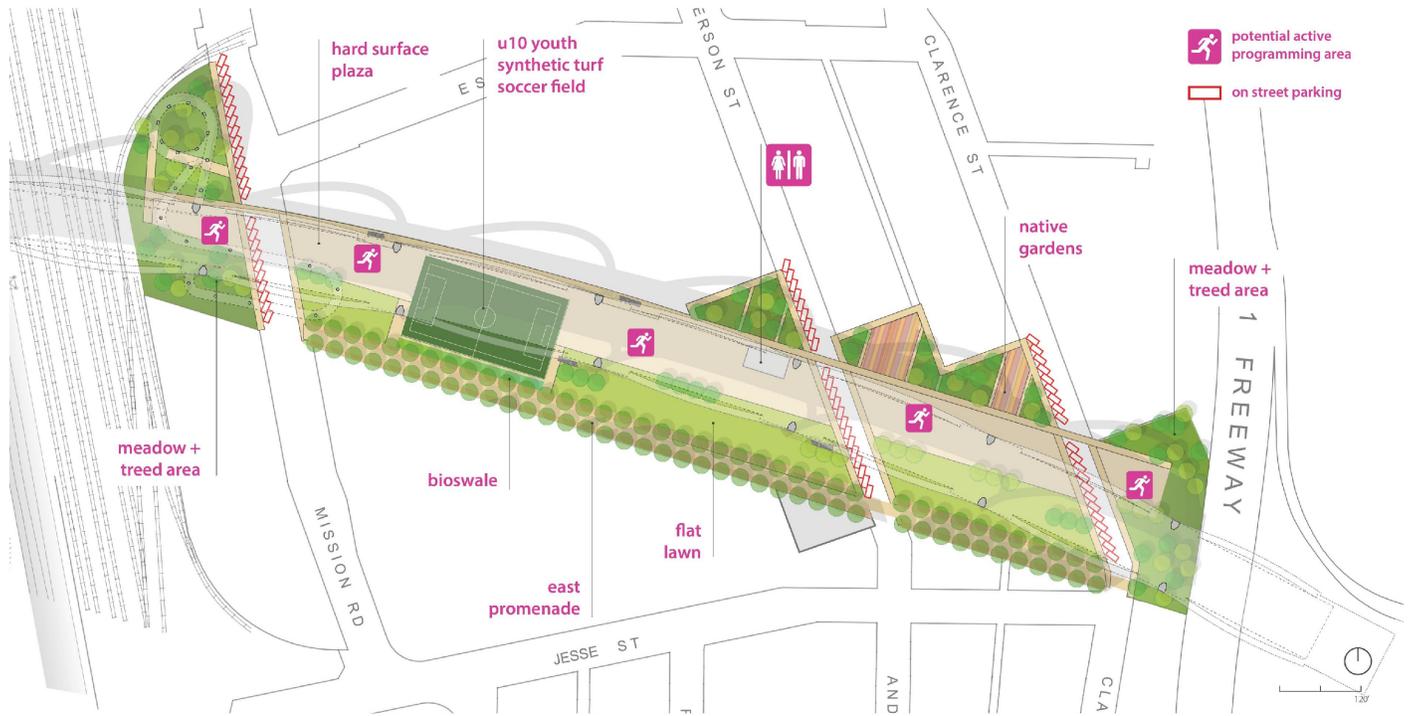
SIXTH STREET PARC COMMUNITY MEETINGS – MARCH 28 & 30, 2017
 CD 14 | CITY OF LOS ANGELES BOE | CITY OF LOS ANGELES REC & PARKS | TETRA TECH | HARGREAVES ASSOCIATES | MICHAEL MALTZAN ARCHITECTURE



FIGURE 2. DESIGN CONCEPT 1
Sixth Street PARC Project

CONCEPTUAL DESIGN APPROACHES
CONCEPT 01 – PROMENADE

EAST PARK

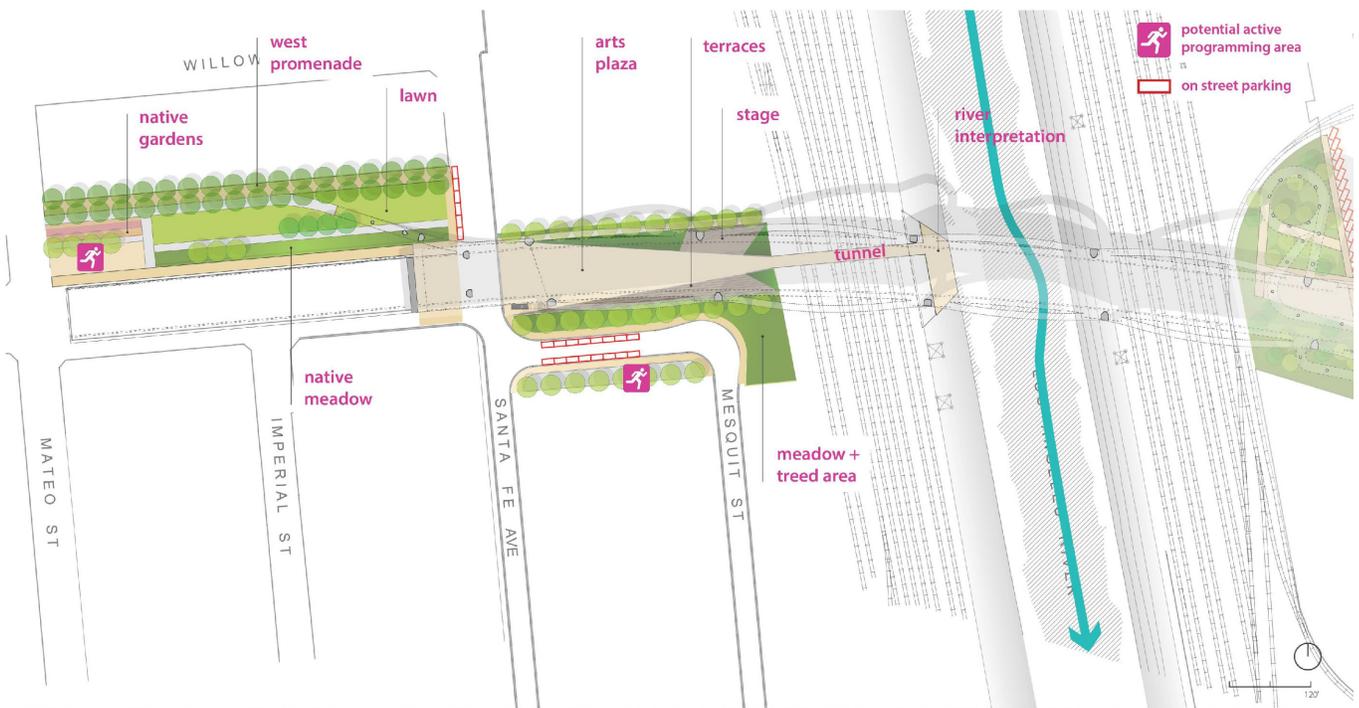


- potential active programming area
- on street parking

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CONCEPTUAL DESIGN APPROACHES
CONCEPT 01 - PROMENADE

WEST PARK



- potential active programming area
- on street parking

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Source: City of Los Angeles BOE, City of Los Angeles Rec & Parks, Tetra Tech, Hargreaves Associates, and Michael Maltzan Architects, 2017.

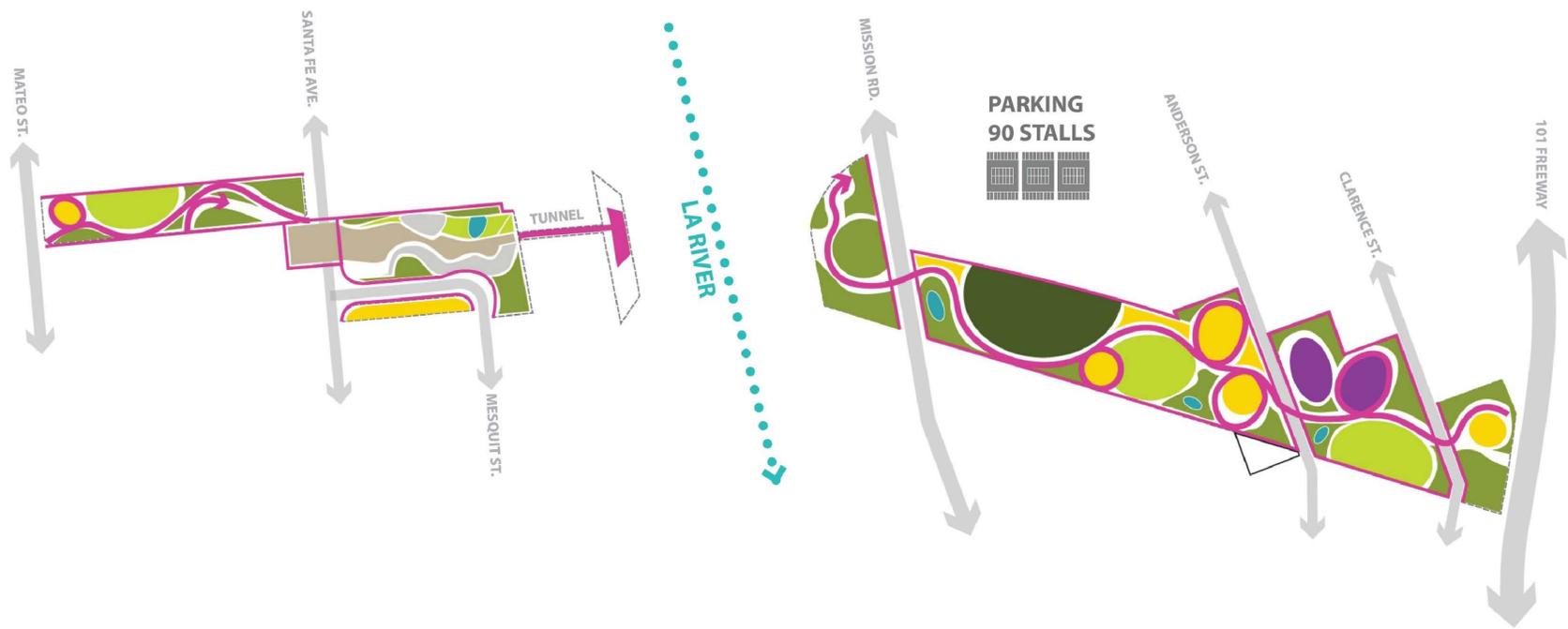


FIGURE 3. DESIGN CONCEPT 1 APPROACH
Sixth Street PARC Project

CONCEPTUAL DESIGN APPROACHES

CONCEPT 02 – CANOPY & OBJECTS

- OPEN LAWN
 - MEADOW + TREED
 - SYNTHETIC TURF
 - BIOSWALES
 - NATIVE GARDENS
 - POTENTIAL PROGRAM AREAS
 - TERRACES + STAGE
 - PLAZA
- CIRCULATION



SIXTH STREET PARC COMMUNITY MEETINGS – MARCH 28 & 30, 2017

CD 14 | CITY OF LOS ANGELES BOE | CITY OF LOS ANGELES REC & PARKS | TETRA TECH | HARGREAVES ASSOCIATES | MICHAEL MALTZAN ARCHITECTURE



FIGURE 4. DESIGN CONCEPT 2
Sixth Street PARC Project

CONCEPTUAL DESIGN APPROACHES
CONCEPT 02 – CANOPY & OBJECTS

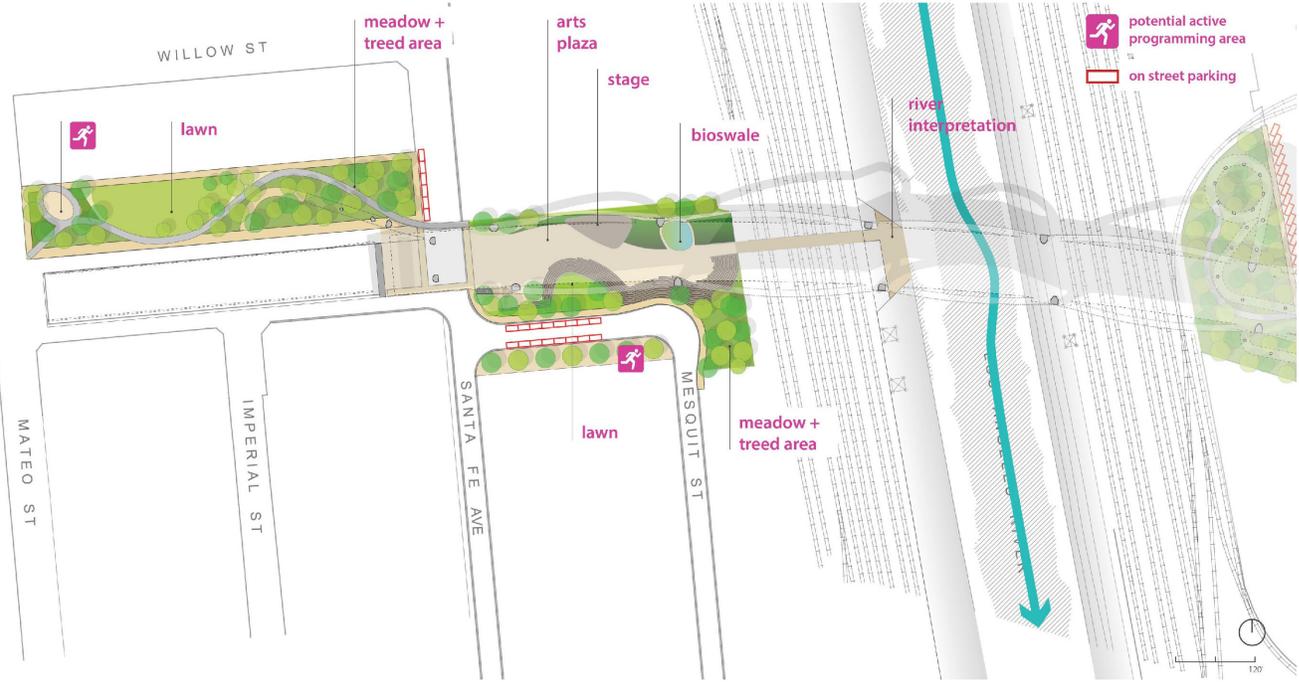
EAST PARK



SIXTH STREET PARC COMMUNITY MEETINGS – MARCH 28 & 30, 2017
 CD 14 | CITY OF LOS ANGELES BOE | CITY OF LOS ANGELES REC & PARKS | TETRA TECH | HARGREAVES ASSOCIATES | MICHAEL MALTZAN ARCHITECTURE

CONCEPTUAL DESIGN APPROACHES
CONCEPT 02 – CANOPY & OBJECTS

WEST PARK



SIXTH STREET PARC COMMUNITY MEETINGS – MARCH 28 & 30, 2017
 CD 14 | CITY OF LOS ANGELES BOE | CITY OF LOS ANGELES REC & PARKS | TETRA TECH | HARGREAVES ASSOCIATES | MICHAEL MALTZAN ARCHITECTURE

Source: City of Los Angeles BOE, City of Los Angeles Rec & Parks, Tetra Tech, Hargreaves Associates, and Michael Maltzan Architects, 2017.

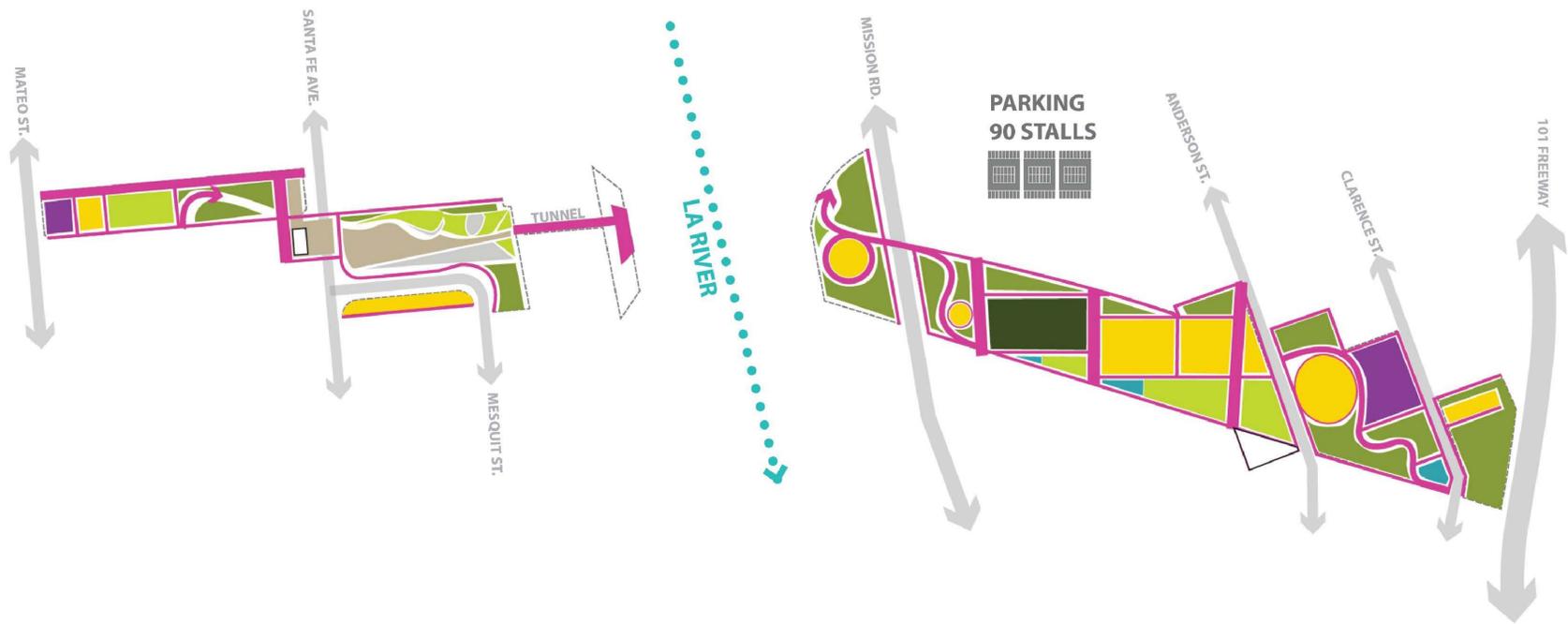


FIGURE 5. DESIGN CONCEPT 2 APPROACH
Sixth Street PARC Project

CONCEPTUAL DESIGN APPROACHES

CONCEPT 03 - EPISODIC

- OPEN LAWN
 - MEADOW + TREED
 - SYNTHETIC TURF
 - BIOSWALES
 - NATIVE GARDENS
 - POTENTIAL PROGRAM AREAS
 - TERRACES + STAGE
 - PLAZA
- CIRCULATION



SIXTH STREET PARC COMMUNITY MEETINGS – MARCH 28 & 30, 2017
 CD 14 | CITY OF LOS ANGELES BOE | CITY OF LOS ANGELES REC & PARKS | TETRA TECH | HARGREAVES ASSOCIATES | MICHAEL MALTZAN ARCHITECTURE



FIGURE 6. DESIGN CONCEPT 3
Sixth Street PARC Project

CONCEPTUAL DESIGN APPROACHES
CONCEPT 03 - EPISODIC

EAST PARK

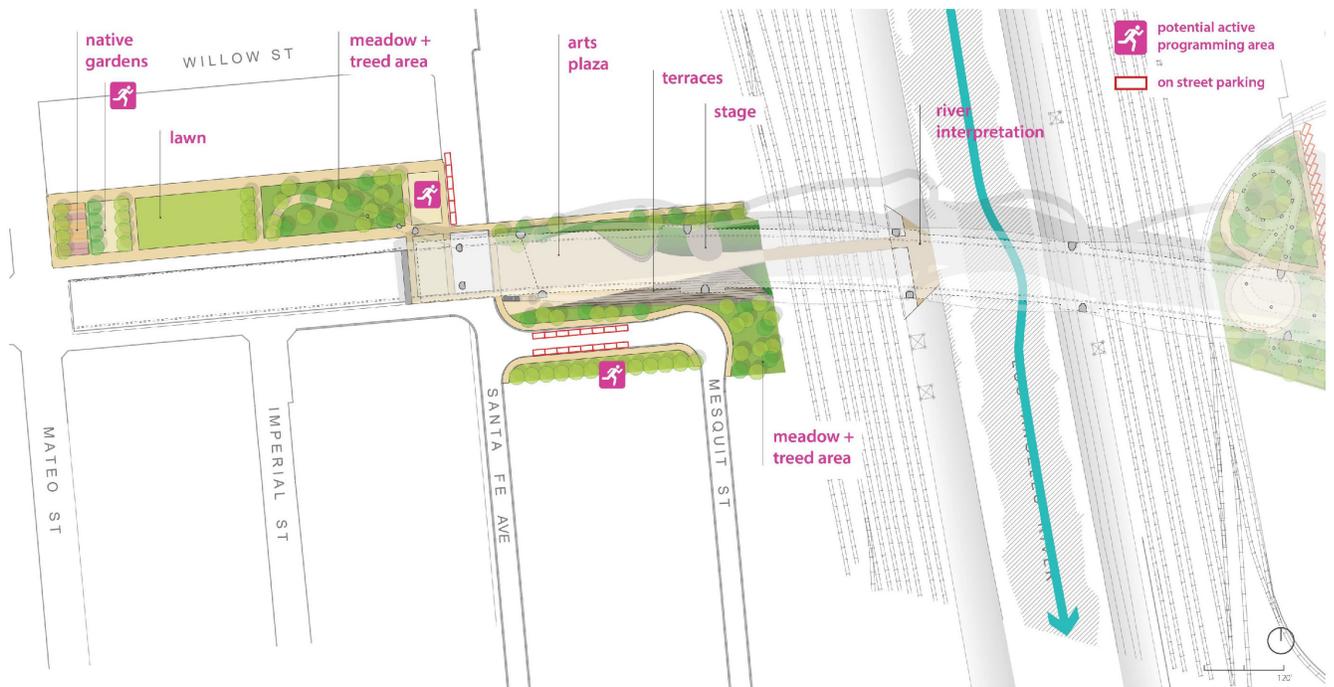


SIXTH STREET PARC COMMUNITY MEETINGS – MARCH 28 & 30, 2017
 CD 14 | CITY OF LOS ANGELES BOE | CITY OF LOS ANGELES REC & PARKS | TETRA TECH | HARGREAVES ASSOCIATES | MICHAEL MALTZAN ARCHITECTURE

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CONCEPTUAL DESIGN APPROACHES
CONCEPT 03 - EPISODIC

WEST PARK



SIXTH STREET PARC COMMUNITY MEETINGS – MARCH 28 & 30, 2017
 CD 14 | CITY OF LOS ANGELES BOE | CITY OF LOS ANGELES REC & PARKS | TETRA TECH | HARGREAVES ASSOCIATES | MICHAEL MALTZAN ARCHITECTURE

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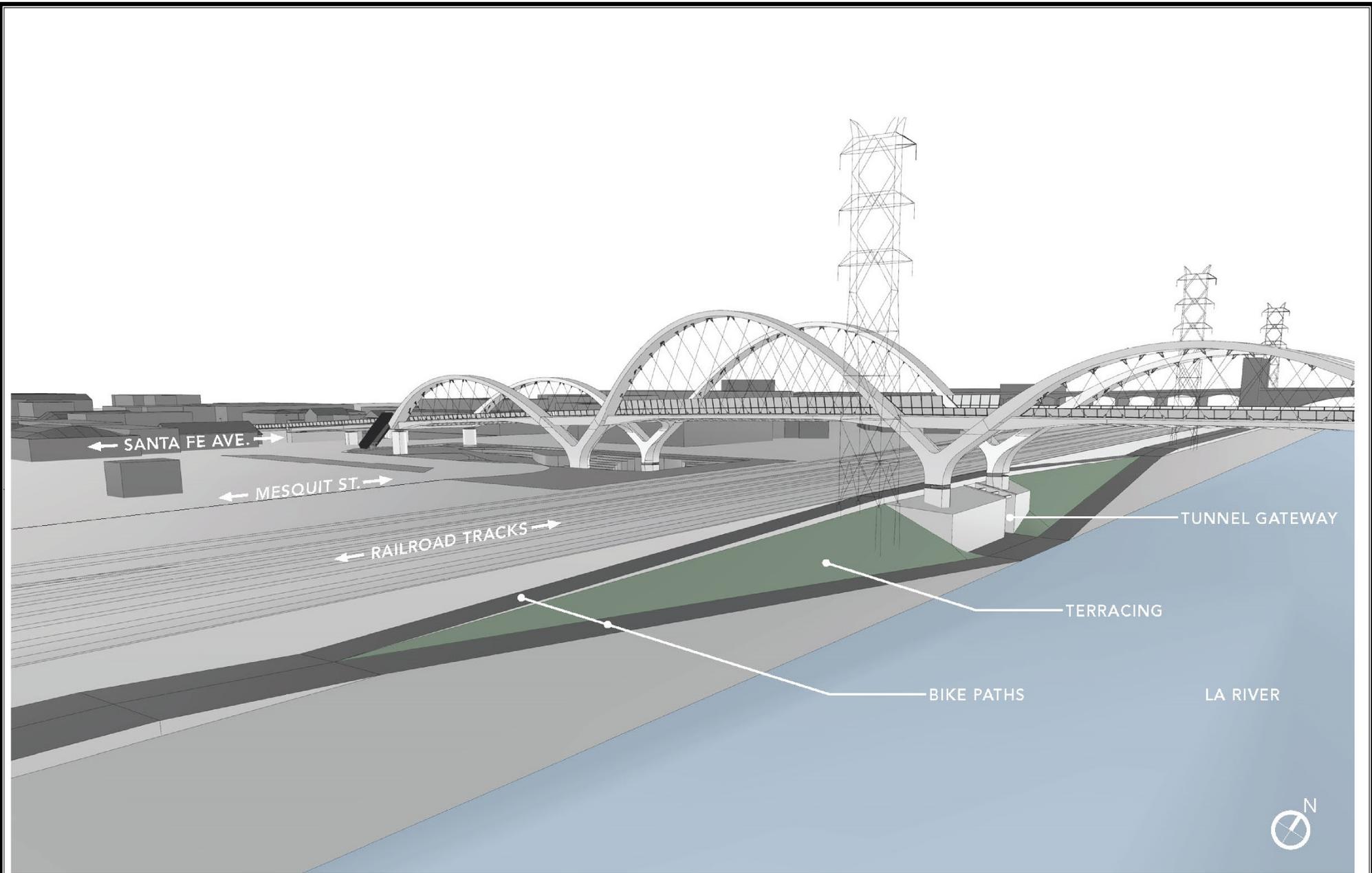
Source: City of Los Angeles BOE, City of Los Angeles Rec & Parks, Tetra Tech, Hargreaves Associates, and Michael Maltzan Architects, 2017.



FIGURE 7. DESIGN CONCEPT 3 APPROACH
Sixth Street PARC Project

The Viaduct crosses several railroad tracks on both sides of the River. The Viaduct Replacement Project and the proposed Project will include selective demolition and modification to portions of the existing pedestrian tunnel on the west side of the River that crosses under the railway tracks. The proposed Project will include improvements to the tunnel, including painting and lighting. Please see **Figure 8** and **Figure 9** for conceptual designs related to the pedestrian/vehicular tunnel and River bikeway connections. **Figure 10** presents two design options regarding potential elevations of the bikeway and terracing within the River channel.

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Source: City of Los Angeles BOE, City of Los Angeles Rec & Parks, Tetra Tech, Hargreaves Associates, and Michael Maltzan Architects, 2017.



FIGURE 8. PROPOSED TUNNEL & BIKEWAY CONNECTIONS (CONCEPTUAL)
Sixth Street PARC Project



Source: City of Los Angeles BOE, City of Los Angeles Rec & Parks, Tetra Tech, Hargreaves Associates, and Michael Maltzan Architects, 2017.



FIGURE 9. RIVER GATEWAY - PROPOSED SLOPED TUNNEL (CONCEPTUAL)
Sixth Street PARC Project

Responsible Agencies and Project Approvals

The following permits and approvals would likely be required to construct the proposed Project:

Table 1: Responsible Agencies and Anticipated Permits and Approvals

| Responsible Agency | Anticipated Permits, Approvals, and Related Issues |
|--|---|
| Federal | |
| United States Army Corps of Engineers (USACE) | Clean Water Act (CWA) Section 404 Permit (potentially a Nationwide Permit would be required) Rivers and Harbors Act Section 408 Permit National Environmental Quality Act (NEPA) approval |
| Federal Railroad Administration | Any applicable permits |
| Federal Transit Administration | Any applicable permits |
| State | |
| Department of Toxic Substances Control | Any applicable permits |
| California Department of Fish & Wildlife | Section 1602 Streambed Alteration Agreement |
| California State Historic Preservation Office | Section 106 consultation and agreement document to resolve any potential adverse effects to historic resources, which may include the Los Angeles River, Fourth Street Bridge and Seventh Street Bridge |
| California Department of Transportation | NEPA approval, encroachment permit, and any additional applicable permits, funding approvals |
| Regional | |
| Regional Water Quality Control Board (RWQCB) | CWA Section 401 Water Quality Certification National Pollutant Discharge Elimination System (NPDES) Permit |
| LA County Metropolitan Transit Authority (Metro) | Any applicable permits, coordination related to public transit and bikeways, and adjacent facilities |
| LA County Fire Department | Review and advise on site remediation plans |
| South Coast Air Quality Management District (SCAQMD) | Any applicable permits |
| Local | |
| City of Los Angeles Recreation and Parks Department | Responsible for operation and maintenance of portions of the park |
| City of Los Angeles Planning Department | Potential changes to land use designations or zoning, as well as street designations Any applicable permits |
| LA Sanitation | L.I.D. Compliance, system design coordination (if applicable), system design approval (if applicable), and maintenance of a |

| | |
|--|--|
| | portion of stormwater infrastructure (if applicable) |
| City of Los Angeles Fire Department | Any applicable permits, coordination related to emergency access |
| City of Los Angeles Department of Transportation (LADOT) | Traffic management plans |
| City of Los Angeles Bureau of Street Lighting | Street lighting design and approval |
| City of Los Angeles Board of Public Works | Recommendations regarding Project approval and EIR certification |
| Los Angeles City Council | Project approval and certification of EIR |
| City of Los Angeles Department of Building and Safety | Any applicable permits |
| City of Los Angeles Cultural Affairs Department | Any applicable permits and coordination related to public art |
| All railroad agencies owning and operating railroad tracks along both sides of the River | Railroad Maintenance Agreement for work within railroad ROW |

Related Projects

Other federally-funded projects in proximity to the proposed Project have components which include intersection improvements for bicycles and pedestrians, landscaping features, and bicycle lanes in the proposed Project Area. Three separate but related projects that are associated with the proposed Project include Active Transportation Program (ATP) projects that are federally funded but administered through the Los Angeles County Metropolitan Transportation Authority (Metro). ATP-1 (currently in design), ATP-2 (design to start Summer 2017), and ATP-3 (to be approved by the California Transportation Commission (CTC) in Spring 2017) include improvements to the safety and accessibility of bicycle and/or pedestrian facilities in the project vicinity.

Another partially federally-funded project in proximity to the proposed Project includes possible installation of a water retention/infiltration storm water infrastructure system Best Management Practices (BMPs) (e.g. Water Silos) at the Jesse/Mission Roundabout intersection. This BMP could be designed to take runoff from the bridge deck, Hollenbeck Park (rainwater overflow), and east park areas (east of Mission Road) and redirect it to the pipe and storm drain system on Jesse Street, provided proper piping/value systems are redirected and constructed along Jesse Street. The captured water could be made available to portions of the proposed Sixth Street PARC Project Area for irrigation and other potential non-potable uses.

Initial Study Environmental Checklist

- 1. Project Title:** Sixth Street Viaduct Park, Arts, River & Connectivity Improvements (PARC) Project
- 2. Lead Agency Name and Address:** City of Los Angeles, Department of Public Works
Bureau of Engineering
Environmental Management Group
1149 S. Broadway, Suite. 600
Los Angeles, CA 90015
- 3. Contact Person and Phone Number:** Dr. Jan Green Rebstock
Environmental Supervisor II
Bureau of Engineering, Environmental Management Group
213.485.5761, Jan.Green.Rebstock@lacity.org
- 4. Project Location:** Beneath and around 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.
- 5. Project Sponsor's Name and Address:** City of Los Angeles, Department of Public Works
Bureau of Engineering, Sixth Street Viaduct Division
585 S. Santa Fe Avenue
Los Angeles, CA 90013
Julie Allen, PE
PR Civil Engineer/Program Manager
213.694.4270, julie.allen@lacity.org
- 6. General Plan Land Use Designation:** Heavy Industrial, Open Space, and Public Facilities, Light Industrial, and Highway Oriented Commercial
- 7. Zoning:** M3, OS, PF, MR2, C1, and RIO
- 8. Description of Project:**

The proposed Project generally includes components noted in the Los Angeles (LA) River Revitalization Master Plan. Improvements may include the following: landscaping/planting; irrigation; open spaces; public art; tunnel rehabilitation; a performance area; public gathering/assembly areas; synthetic soccer field(s) and field lighting; basketball or other sports court(s); some perimeter and some field fencing; bicycle path connections; parking spaces; roadway lighting; pedestrian and bicycle path lighting; skateboard park; storm water improvements; utility connections (electrical and plumbing); office/concession/community building(s); dog park and related amenities; playground; safety bollards; equipment and maintenance storage unit; drinking fountains; signage; soccer warm-up and stretching zones; stationary exercise equipment; typical park site furnishings (i.e. benches, tables, bike racks, kiosks, etc.); restrooms; and retaining walls. Terracing may occur on the River channel bank adjacent to

the proposed Arts Plaza and/or on the opposite River bank.

9. Surrounding Land Uses and Setting:

The project area is located within a fully developed, mixed-use urban setting surrounding a portion of the Los Angeles River. The project is located at the boundary of the City of Los Angeles General Plan's Central City North and Boyle Heights Community Planning areas. Land uses along the north and south sides of the viaduct are predominantly industrial and commercial. Railroad corridors exist along the east and west banks of the River.

10. Potential Responsible and Trustee Agencies who may need to review, approve or permit the proposed Project:

US Army Corps of Engineers, Federal Railroad Administration, Federal Transit Administration, California Department of Toxic Substances Control, California Department of Fish & Wildlife, California Department of Transportation, Los Angeles Regional Water Quality Control Board, Los Angeles County Metro, Los Angeles County Flood Control, Los Angeles County Fire Department, City of Los Angeles Department of Building and Safety, City of Los Angeles Cultural Affairs Department, Los Angeles Department of City Planning, City of Los Angeles Department of Public Works, and City of Los Angeles Department of Recreation and Parks.

Environmental Factors Potentially Affected

The environmental factors checked below would potentially be affected by this project (i.e., the project would involve at least one impact that is a "Potentially Significant Impact"), as indicated by the checklist on the following pages.

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural and Forestry | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality |
| <input checked="" type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input checked="" type="checkbox"/> Population/Housing | <input checked="" type="checkbox"/> Public Services | <input checked="" type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input checked="" type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

Determination

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project

proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have an impact on the environment that is potentially significant" or potentially significant unless mitigated" but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets.
- An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required.

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. "Negative Declaration: Less than Significant with Mitigation Incorporated" applies when

the incorporation of mitigation measures has reduced an effect from a “Potentially Significant Impact” to a “Less-than-Significant Impact”. The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level. (Mitigation measures from Section XVII, “Earlier Analyses”, may be cross-referenced.)

5. Earlier analyses may be used if, pursuant to tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [Section 15063(c)(3)(D)]. In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where earlier analyses are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. the significance criteria or threshold, if any, used to evaluate each question; and
 - b. the mitigation measure identified, if any, to reduce the impact to a less-than-significant level.

Environmental Checklist

I. Aesthetics

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|-------------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a) Would the project have a substantial adverse effect on a scenic vista?

Less than Significant Impact. A scenic vista is a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. The project area is predominately industrial and currently lacks vegetation and open space. However, the project area is located under the Sixth Street Viaduct, which is scheduled for completion in 2020, and is designed to be a scenic landmark in the city of Los Angeles (Los Angeles). Therefore, views to and from the viaduct and surrounding areas would be considered a scenic vista.

The proposed Project is being designed to complement and improve this scenic vista by providing improvements that may include, but are not limited to, landscaping, open spaces, public art, performance and gathering areas, and recreation facilities. In addition, the proposed Project is being designed so that it is consistent with and/or complimentary to the design of the Sixth Street Viaduct. The Sixth Street Viaduct Replacement Project includes circular and linear pedestrian and bicycle access ramps that create viewpoint opportunities from which to enjoy views. While impacts on the scenic vista are expected to be less than significant, this topic will be discussed further in the EIR.

During construction of the proposed Project, vehicles, equipment, and materials in the staging area may temporarily block views of scenic vistas to and from the Sixth Street Viaduct. However, these impacts would be short-term and temporary in duration, and impacts are not expected to be substantial because views would be restored and improved following construction.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. There are no state scenic highways in the project area. The Transportation Element of the City of Los Angeles General Plan designates scenic highways in Los Angeles. These highways are designated as part of an effort to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. The project area does not include a city-designated scenic highway (City of Los Angeles Department of City Planning, 1998).

The proposed Project is located in an industrial and commercial area with predominantly paved and developed surfaces. Native vegetation and landscaping are largely absent from the project area, and the topography of the project area is relatively flat. Though the project area may contain historic buildings, the historic buildings would not be located within a city-designated scenic highway. The removal of historic buildings to construct the Sixth Street Viaduct was addressed in the Sixth Street Viaduct Replacement Project EIR/EIS (California Department of Transportation and City of Los Angeles, 2011). Construction of the proposed Project is not expected to result in impacts on state or city-designated scenic highways. Therefore, there would be no impacts on scenic resources within a state or city-designated scenic highway, and this topic will not be discussed further in the EIR.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Less than Significant Impact. The project area is located in a highly developed urban environment. The existing visual character is of a heavily industrialized area, contributing to low visual quality. The proposed PARC would be constructed in an area that is primarily zoned for industrial and commercial uses and is expected to aesthetically improve the Project Area.

The proposed Project could result in the removal or modification of existing urban features that are consistent with the current aesthetics of the surrounding area, which may include historic structures. Therefore, the proposed Project would change the existing visual character and quality of the site and its surroundings. Because the proposed Project has the potential to change existing aesthetic features, including historic structures, this topic will be discussed further in the EIR.

During construction, vehicles, equipment, and materials may be staged adjacent to the project area, and may temporarily degrade visual character and quality. Construction impacts would be short-term and temporary in duration, and would not be expected to be substantial because the visual character and quality would be restored and improved following construction.

d) Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Potentially Significant Impact. The proposed Project is located in an urban area with industrial and commercial properties that produce nighttime light and glare. In addition, the Sixth Street Viaduct includes street lights and accent lighting. The proposed Project would create new light sources, which may include field lighting (for soccer field(s) and other sports court(s)), roadway lighting, lighting for pedestrian paths and bike paths, and feature lighting. In addition, events occurring within the proposed Project area, such as outdoor movies, performances, and other public gatherings could create or require additional outdoor light.

Though the project area is predominately industrial, there are commercial and residential land uses near the project area that could be sensitive to nighttime light. Lighting from the proposed Project could spill off the project area and affect these sensitive areas. Therefore, the proposed Project could generate a level of artificial light and glare that would increase ambient nighttime illumination levels and affect nighttime views in the area.

Some construction activities may require lighting. During construction, vehicles, equipment, and materials may be staged adjacent to the project area, and may temporarily result in additional glare. Construction impacts would be short-term and temporary in duration, and would not be expected to be substantial because the levels of light and glare would be restored to existing conditions following construction. Because the proposed Project is expected to generate additional light and glare, impacts related to light or glare would be potentially significant, and this topic will be discussed further in the EIR.

II. Agricultural and Forestry Resources

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| <p>In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts on forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project, and forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:</p> | | | | |
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non- agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The proposed Project is located in an urban area surrounded by industrial and commercial properties. There are no existing agricultural uses in or near the project area (California Department of Conservation, 2016). Therefore, there would be no impacts on Prime Farmland, Unique Farmland, or

Farmland of Statewide Importance. This topic will not be discussed further in the EIR.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project area includes the following land use designations: heavy industrial (zoned M3), open space (zoned OS) within the River channel, public facilities (zoned PF), light industrial (zoned MR2), and highway oriented commercial (zoned C1). There are several roadways within and surrounding the project area. The project area is not zoned for agricultural use, and the site is not under the Williamson Act Contract. Therefore, there would be no impacts on agricultural uses or land under a Williamson Act Contract. This topic will not be discussed further in the EIR.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code Section 4526) or timberland zoned Timberland Production (as defined by Government Code section 51104[g])?

No Impact. As discussed in response II b) above, the project area is not zoned as forest land or timberland. Therefore, there would be no impacts on forest land or timberland, and this topic will not be discussed further in the EIR.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project area does not contain forest land. Therefore, there would be no impacts on forest land, and this topic will not be discussed further in the EIR.

e) Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The project area is developed with industrial and commercial land uses. There are no agricultural uses in the project area and surrounding area. Therefore, there would be no impacts that would result in the conversion of Farmland to non-agricultural use. This topic will not be discussed further in the EIR.

III. Air Quality

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|-------------------------------------|--|-------------------------------------|--------------------------|
| When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project: | | | | |
| a. Conflict with or obstruct implementation of the applicable air quality plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Expose sensitive receptors to substantial pollutant concentrations? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact. The Federal Clean Air Act (FCAA) requires the U.S. Environmental Protection Agency (U.S. EPA) to establish National Ambient Air Quality Standards (NAAQS) for criteria pollutants, which are ozone (O₃), particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. Under the California Clean Air Act (CCAA), the California Air Resources Board (CARB) requires that each local air district prepare and maintain an air quality management plan to achieve compliance with California Ambient Air Quality Standards (CAAQS). These standards are generally more stringent and apply to more pollutants than the NAAQS.

The proposed Project is located within the South Coast Air Basin (SCAB), under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Under the NAAQS, the SCAQMD has been designated as a nonattainment area for O₃ (extreme nonattainment), PM_{2.5} (serious nonattainment), and lead (partial nonattainment) (South Coast Air Quality Management District, 2016). Under the CAAQS, the SCAQMD has been designated as a nonattainment area for O₃ (extreme nonattainment), PM₁₀, and PM_{2.5} (South Coast Air Quality Management District, 2016). The SCAQMD has developed an Air Quality

Management Plan (AQMP) to achieve compliance with NAAQS and CAAQS air quality standards.

Existing air pollutant sources in the Project Area include emissions from vehicles on surrounding roadways, including U.S. 101, rail corridors that include a total of over ten tracks on both the east and west side of the River, the LA County MTA Division 20 rail yard (Red Line maintenance and storage yard) located north of the Project Area, and industrial uses, which include stationary and mobile sources. During operation, the proposed Project could result in additional pollutant sources because the proposed Project is expected to generate greater vehicular traffic to the area (due to recreational facilities, sports field(s) and court(s), public events and performances, etc.).

During construction, the principal sources of pollutant emissions would be fugitive dust and engine exhaust from construction equipment. Construction emissions would be short-term and intermittent; however, daily thresholds could be exceeded depending on the amount of construction equipment being used at a given time. Therefore, impacts on air quality would be potentially significant, and this topic will be discussed further in the EIR.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. As discussed in Response III a) above, applicable air quality standards in the project area include the NAAQS and CAAQS, and the project area is in a nonattainment area for the federal O₃, PM_{2.5}, and lead standards and for the state O₃, PM₁₀, and PM_{2.5} standards.

As discussed in Response III a) above, existing air pollutant sources in the project area include emissions from vehicles on the roadways, the rail yard, and industrial uses, which include stationary and mobile sources. During operation, the proposed Project could result in additional pollutant sources because the proposed Project is expected to generate greater vehicular traffic to the area (due to recreational facilities, sports field(s) and court(s), public events and performances, etc.). During construction, the principal sources of pollutant emissions would be fugitive dust and engine exhaust from construction equipment. Construction emissions would be short-term and intermittent; however, daily thresholds could be exceeded depending on the amount of construction equipment being used at a given time. The proposed Project could contribute to the existing nonattainment status for the NAAQS and CAAQS. Therefore, impacts on air quality would be potentially significant. This topic will be discussed further in the EIR.

c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. For air quality, the cumulative impact study area is the SCAQMD air basin. As stated in Response III a) above, the SCAQMD project area is in a nonattainment area for the federal O₃, PM_{2.5}, and lead standards and for the state O₃, PM₁₀, and PM_{2.5} standards. Existing air pollutant sources in the SCAQMD include gasoline- and diesel-powered motor vehicles, such as cars, trucks, trains and boats; factories; power plants; and construction activities (e.g., ground disturbance that releases dust). Existing air pollutant sources in the

Project Area include emissions from vehicles on the roadways, the rail corridors and railyard, and industrial uses, which include stationary and mobile sources.

As discussed in Response III a) above, during operation, the proposed Project could result in additional pollutant sources because the proposed project is expected to generate greater vehicular traffic to the area (also see Section XVI. Transportation/Traffic). During construction, the principal sources of pollutant emissions are expected to be fugitive dust and engine exhaust from construction equipment. Engine exhaust may include the O₃ precursors, volatile organic compounds (VOC) and oxides of nitrogen (NO_x), which can combine to form O₃ in the presence of sunlight. Construction emissions would be short-term and intermittent; however, daily thresholds could be exceeded depending on the amount of construction equipment being used at a given time. The proposed Project could contribute to the existing nonattainment status for the NAAQS and CAAQS. Therefore, the project's contribution to criteria pollutant emissions in the SCAQMD, including O₃ precursors, could be cumulatively considerable. Therefore, cumulative impacts on air quality due to criteria pollutants would be potentially significant. This topic will be discussed further in the EIR.

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Sensitive receptors are those members of the population that are most sensitive to air emissions, and they can be found in areas that include residences, hospitals, elder-care facilities, rehabilitation centers, elementary schools, daycare centers, and parks. The Project Area is primarily surrounded by industrial and commercial land uses immediately adjacent to the north, south, and west. However, residences, schools, religious institutions, and hospitals are located east and further north of the Project Area, and additional residences are located to the west and south of the Project Area. Therefore, there are sensitive receptors in proximity to the Project Area. In addition, the proposed Project includes adding recreational uses, which may attract additional sensitive receptors to the Project Area.

The CARB has issued general guidance that can be used for the evaluation of land use compatibility when proposed sensitive land uses are located near major sources of toxic air contaminants (TACs) (California Air Resources Board, 2005). Based on this guidance, the CARB identifies a general distance threshold of 500 feet from major roadways and 1,000 feet from railyards. The proposed Project Area is adjacent to UPRR tracks and would be adjacent to several roadways (including Mateo Street, Santa Fe Street, Mesquit Street, Mission Road, Anderson Street, and Clarence Street). There are also various industrial uses in the area. The distance thresholds for stationary sources can vary and are determined on a project-by-project basis. The compatibility of the proposed land use with regard to nearby sources of TACs, including nearby roadways, railyard, and stationary sources will be discussed further in the EIR.

During operation, the proposed Project could result in additional pollutant sources because of increased traffic to the area. It could also attract additional sensitive receptors to the area to use proposed playground, recreational fields and courts, pedestrian paths and bikeways, etc.; therefore, project operation could expose sensitive receptors to greater pollution concentrations. This topic will be discussed further in the EIR.

Construction emissions would be short-term and intermittent over approximately two years, and with compliance with applicable SCAQMD rules, regulations, and significance thresholds, the proposed

project would not likely result in the exposure of sensitive receptors to substantial pollutant concentrations created by construction activities. However, this topic will be discussed further in the EIR.

e) Would the project create objectionable odors affecting a substantial number of people?

Less than Significant Impact. The Project Area is located in a heavily urbanized area. Project construction equipment and activities, including diesel exhaust emissions, would generate odors. There could be situations where construction activity odors would be noticeable by persons working at or visiting nearby facilities, but these odors would be typical of common construction activities and would not be expected to be objectionable by a substantial number of people. In addition, these odors would be temporary and would dissipate rapidly from the source with an increase in distance. Soil remediation piping and excavation activities during construction could also generate odors. During operation, there may be the potential for odors from food concessions and maintenance activities. While impacts from odors during construction and operation are expected to be less than significant, this topic will be discussed further in the EIR.

IV. Biological Resources

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|-------------------------------------|--|------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Potentially Significant Impact. Vegetation within the study area includes non-native invasive species

growing through cracks in concrete and pavement, as well as non-native ornamental species growing in landscaped areas. Due to the level of disturbance and the extremely limited amount of vegetated areas, the biological diversity of animals within the survey area and surrounding areas is low. However, bats and birds are known to use bridges over the Los Angeles River for roosting and nesting.

Preconstruction bat and nesting bird surveys were completed in May 2015 for the Sixth Street Viaduct Replacement Project, and two species of bats (Mexican free-tailed bat (*Tadarida brasiliensis*) and yuma myotis (*Myotis yumanensis*)) and five species of nesting birds (barn swallows (*Hirundo rustica*), cliff swallows (*Petrochelidon pyrrhonota*), American crows (*Corvus brachyrhynchos*), American ravens (*Corvus corax*), and rock pigeons (*Columba livia*)) were observed on the Sixth Street Viaduct.

The proposed Project would include adding uses that could generate additional lighting and noise, which could disturb bats and birds. Therefore, impacts on special status species could be potentially significant, and this topic will be discussed further in the EIR.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

No Impact. Riparian habitat refers to trees, other vegetation, and physical features normally found on the banks and floodplains of rivers, streams, and other bodies of fresh water. Though the Los Angeles River runs through the project area, the segment is vertical-walled and concrete-lined. Therefore, no riparian habitat is expected to be in the project area. In addition, no natural communities or vegetation types were observed on the site or in the immediate vicinity. Therefore, there would be no impacts on riparian habitat or other sensitive natural communities, and this topic will not be discussed further in the EIR.

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Potentially Significant Impact. The United States Army Corps of Engineers (USACE) and United States Environmental Protection Agency (US EPA) define wetlands regulated under Section 404 of the Clean Water Act (CWA) as "...areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions..." The Regional Water Quality Control Board (RWQCB) uses the same definition of wetlands under state jurisdiction; the California Department of Fish and Wildlife (CDFW) uses the United States Fish and Wildlife (USFWS) definition: "Wetlands are lands transitional between terrestrial and aquatic systems where the water table is usually at or near the surface or the land is covered by shallow water. For purposes of this classification, wetlands must have one or more of the following three attributes: (1) at least periodically, the land supports hydrophytes, (2) the substrate is predominantly undrained hydric soil; and (3) the substrate is non-soil and is saturated with water or covered by shallow water at some time during the growing season of each year."

The segment of the River within the project area is concrete lined, and there is no vegetation within the river channel; therefore, there are no wetlands meeting the USACE or RWQCB definition. However, areas

of the River within the ordinary high water mark are considered Waters of the United States under the CWA, and are subject to regulation under Section 404 of the CWA. All surface and ground waters are considered waters of the state by RWQCB, and are subject to regulation by the RWQCB under the CWA and Porter-Cologne Act. Areas within the river channel between the top of bank and top of bank are under CDFW jurisdiction, and are subject to regulation under the California Fish and Game Code. The USFWS National Wetlands Inventory Mapper identifies the River channel as Riverine wetlands, and the active river channel within this area meets the CDFW definition of wetlands. The proposed Project would include modification of the River channel and banks, which may include direct removal, filling, and hydrological interruption. This topic will be discussed further in the EIR.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. The proposed Project is located in a heavily developed area, and does not support significant fish and wildlife species. Construction in the Los Angeles River channel would be required to possibly add terracing adjacent to the proposed Arts Plaza and/or on the opposite river bank; measures would be taken to ensure that the flow is not impeded. Because the project area is heavily developed, the area is not used as a wildlife corridor. In addition, there are no native wildlife nursery sites in the project area. Therefore, there would be no impacts on migrating or established native resident species, or to native wildlife nursery sites, and this topic will not be discussed further in the EIR.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The City of Los Angeles passed Ordinance Number 177404, which requires the protection of all native Oak tree species (*Quercus* spp), California Sycamore (*Platanus racemosa*), California Bay (*Umbellularia californica*), and California Black Walnut (*Juglans californica*) (City of Los Angeles Department of City Planning, 2006). The City of Los Angeles also requires the maintenance and protection of designated Heritage trees, which are trees with historical, commemorative, or horticultural significance. The Project Area is heavily developed and does not contain any of the tree species listed above, or heritage trees. In addition, Chapter 6 (Open Space and Conservation) of the Framework Element of the City of Los Angeles General Plan outlines the City's efforts to preserve open space and conserve and manage resources (Los Angeles City Planning Department, 2001). The proposed Project would be consistent with the Framework Element by adding to the City's open space network and recreation facilities. Therefore, the proposed Project would not conflict with any local policies or ordinances protecting biological resources, and this topic will not be discussed further in the EIR.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project Area is heavily developed and urbanized, and is not located in an area governed by a habitat conservation plan or natural community conservation plan. Therefore, there would be no impacts related to conservation plans, and this topic will not be discussed further in the EIR.

V. Cultural Resources

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|-------------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | | | | |
| a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations Section 15064.5?

Potentially Significant Impact. Historical resources could be located in the Project Area. An intensive pedestrian survey conducted by architectural historians during May, June, and July 2007 for the Viaduct Replacement Project determined that there were 145 properties within the area of potential effects (APE) (State of California Department of Transportation and City of Los Angeles, 2011). Recent surveys (Survey LA) have been conducted throughout portions of the City, including the Central City North area. The results of Survey LA are not yet available; however, the updated survey information will be used in the EIR discussion. The Sixth Street Viaduct was previously determined eligible for listing in the National Register of Historic Places (NRHP), and five other properties were previously evaluated for historic significance (State of California Department of Transportation and City of Los Angeles, 2011).

Based on information currently available, 33 of the properties in the project APE were found to contain historic properties that pre-date 1957; however, none of the properties within the APE, other than the Sixth Street Viaduct, are eligible for listing in the NRHP (State of California Department of Transportation and City of Los Angeles, 2011). In addition, the proposed Project may include construction of bikeways and terracing within the banks of the River channel. Therefore, impacts on historical resources could be potentially significant, and this topic will be discussed further in the EIR.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations Section 15064.5?

Potentially Significant Impact. An archaeological resource is any material remains of human life or activities that are at least 100 years of age, and that are of archaeological interest (Title 43, Part 7 of the

Code of Federal Regulations). Construction of the proposed Project may require ground-disturbing activities that could unearth archaeological resources. However, the proposed Project is located in a heavily developed area that has already been highly disturbed.

A previous records search conducted for the Sixth Street Viaduct Replacement Project revealed that 13 previously recorded archaeological resources and 54 historic architectural resources were identified within a 1-mile radius of the project Area of Potential Effects (APE) (State of California Department of Transportation and City of Los Angeles, 2011). Of the 13 archaeological resources identified within the 1-mile search radius, only one resource (Site 19-003683), is located within the proposed project's APE (State of California Department of Transportation and City of Los Angeles, 2011). Therefore, impacts on archaeological resources could be potentially significant, and this topic will be discussed further in the EIR.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. Paleontological resources include fossils, which are the preserved remains or traces of animals, plants, and other organisms from prehistoric time (i.e., the period before written records). Fossils and traces of fossils are preserved in sedimentary rock units (formed by the deposition of material at the Earth's surface); and are more likely to be preserved subsurface, where they have not been damaged or destroyed by previous ground disturbance or natural causes, such as erosion by wind or water.

Construction of the proposed Project may require ground-disturbing activities, such as excavation, that could unearth paleontological resources. There have been no previously recorded paleontological sites in the Project Area; however paleontological sites have been found nearby in the types of formations that occur within the Project Area. Therefore, formations in the Project Area have a high potential for containing scientifically important fossil remains. Impacts on paleontological resources could be potentially significant, and this topic will be discussed further in the EIR.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact. Construction of the proposed Project may require ground-disturbing activities that could unearth human remains. However, the proposed Project is located in a heavily developed area that has already been highly disturbed. To minimize or avoid potential impacts, all construction activities would cease and the Los Angeles County Coroner would be contacted if any human remains are discovered, in accordance with 14 California Code of Regulations (CCR) Section 15064.5(e). If the coroner determines that the human remains are of Native American origin, the Native American Heritage Commission (NAHC) would be notified to determine the Most Likely Descendent (MLD) for the area. The MLD would make recommendations for the arrangements for the human remains per Public Resources Code (PRC) Section 5097.98. Therefore, impacts on human remains would be less than significant, and this topic will not be discussed further in the EIR.

VI. Geology and Soils

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|-------------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Have Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist- Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii. Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii. Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv. Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other

substantial evidence of a known fault?

Less than Significant Impact. According to the most recent Alquist-Priolo Earthquake Fault Zoning Map, there are no potentially active faults that pass through the project area (California Department of Conservation, 1977). The closest potentially active fault is located over five miles northeast of the project area. The project area is located within a seismically active region, where several active faults could produce substantial shaking (State of California Department of Transportation and City of Los Angeles, 2011). However, there are no faults within the project area, and the potential for fault rupture is considered low. Therefore, impacts from earthquake fault rupture would be less than significant, and this topic will not be discussed further in the EIR.

ii. Strong seismic ground shaking?

Less than Significant Impact. According to the most recent Alquist-Priolo Earthquake Fault Zoning Map, there are no potentially active faults that pass through the project area (California Department of Conservation, 1977). According to California Geological Survey maps showing the earthquake shaking potential in California, there is a medium intensity of ground shaking and damage in the project area from anticipated future earthquakes (California Geological Survey, 2003). Therefore, impacts from strong seismic ground shaking would be less than significant, and this topic will not be discussed further in the EIR.

iii. Seismic-related ground failure, including liquefaction?

No Impact. Soil liquefaction occurs when a saturated or partially saturated soil substantially loses strength and stiffness in response to an applied stress, usually earthquake shaking or other sudden change in stress condition, causing it to behave like a liquid. Other types of ground failure resulting from seismic activities include collapsible soils, subsidence (the gradual caving in or sinking of an area of land), landslides, and lateral spreading (landslides that commonly form on gentle slopes and that have rapid fluid-like flow movement). According to the most recent seismic hazards zones map, the proposed Project is not located in a liquefaction zone (California Department of Conservation, 1999). Therefore, there would be no impacts from seismic-related ground failure, and this topic will not be discussed further in the EIR.

iv. Landslides?

No Impact. Landslides are the sliding down of a mass of earth or rock from a mountain or cliff. According to the most recent seismic hazards zones map, the project is not located in an earthquake-induced landslide zone (California Department of Conservation, 1999). Therefore, there would be no impacts from landslides, and this topic will not be discussed further in the EIR.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Erosion is the movement of rocks and soil from the Earth's surface by wind, rain, or running water. Several factors influence erosion, such as the size of soil particles (larger particles are more prone to erosion), and vegetation cover, which prevents erosion. The proposed Project is located in an industrial and commercial area with predominantly paved and developed surfaces that would not be susceptible to erosion. During construction of the proposed Project, large areas that would be exposed could be susceptible to erosion. Standard BMPs would be implemented

during construction to ensure that erosion or the loss of topsoil would not occur, and that construction activities would not result in downstream impacts.

Once the proposed Project is constructed, much of the 12 acre site will be a mix of vegetation, hardscape, and park amenities. Changes in elevation will occur over the site, and some slopes may be planted with vegetation. A retaining wall is also a potential project element. In the River, existing concrete panels within the channel banks may be replaced by terracing with vegetation and a bikeway. While substantial soil erosion is not expected to occur during operation, this topic will be discussed further in the EIR.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less than Significant Impact. See Responses VI a) (iii)-(iv).

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Potentially Significant Impact. Expansive soil is a soil that is prone to large volume changes (swelling and shrinking) that are directly related to changes in water content; with higher moisture levels, the soils will swell, and with lower moisture levels, the soils will shrink. According to Table 18-1-B of the California Building Code, special foundation design is required if the Expansion Index (which predicts the swelling potential of compacted soils) is higher than 20. Based on a 1989 United States Geological Survey (USGS) map, the proposed Project is located in an area where data is insufficient to indicate the swelling potential of the clay (U.S. Geological Survey, 1989). Therefore, impacts from expansive soils are potentially significant, and this topic will be discussed further in the EIR.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The proposed Project would include bathroom facilities. The proposed Project is located in a developed area that is supported by waste and wastewater disposal systems septic tanks would not be used. This topic will not be discussed further in the EIR.

VII. Greenhouse Gas Emissions

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|-------------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | | | | |
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. Greenhouse gases (GHG) are gases that trap heat in the atmosphere. The transportation sector (i.e., the movement of people and goods by cars, trucks, trains, ships, airplanes, and other vehicles) accounts for 37 percent of total GHG emissions in California (California Air Resources Board, 2015). The majority of GHG from transportation are carbon dioxide (CO₂) emissions resulting from the combustion of petroleum-based products, like gasoline, in internal combustion engines (U.S. Environmental Protection Agency, 2015). The largest sources of transportation-related GHG emissions include passenger cars and light-duty trucks, which account for over half of the emissions from the sector.

During operation, the proposed Project could contribute to GHG emissions because the proposed recreational uses and events are expected to generate greater vehicular traffic to the project area. A list of potential trip generators is discussed in Responses XVI a) & b). However, the proposed Project would promote walking and biking, and may include connections to the City’s public transportation network. Construction activities would require the use of construction vehicles and equipment that would emit GHG. Because the proposed Project would generate additional traffic, impacts from GHG emissions from Project operation could be potentially significant, and this topic will be discussed further in the EIR.

b) Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. Assembly Bill (AB) 32, or the California Global Warming Solutions Act of 2006, was passed to establish regulations that reduce GHG emissions in California, and to monitor and enforce compliance with the program. As part of AB 32, a scoping plan was created to outline the strategies for meeting emissions goals (California Air Resources Board, 2017). The proposed Project is consistent with California’s objectives to reduce GHG emissions and conforms to the strategy of the “creation and management of parks and other green space in urban areas, including expansion of the

existing urban tree canopy.”

In addition, the 2015 Sustainable City pLAn outlines measures to reduce GHG emissions in the City, including stormwater capture systems and water recycling to reduce the energy intensity of the City’s water system. The project design would promote stormwater capture and could connect with a proposed water retention/infiltration system in proximity to the project area. Recirculation of captured stormwater or imported (potable) resources within the project area may occur for irrigation and other potential non-potable uses. All non-potable uses would be in compliance with the Los Angeles County Department of Public Health Standards.

While the proposed Project is expected to be consistent with plans, policies, and regulations adopted for the purpose of reducing GHG emissions; this topic will be discussed further in the EIR.

VIII. Hazards and Hazardous Materials

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|-------------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. A hazardous material is any substance or material that could adversely affect the safety of the public, handlers, or transportation carriers. The proposed Project includes the creation of public space and would not involve the routine transport or disposal of hazardous materials. However, the proposed Project may require the use of hazardous materials during operation, such as paint for the sports field(s), pesticides and fertilizers for the landscaping, and other materials used for maintenance of the facilities.

Project construction would require the removal of contaminated soils and the use of construction materials that could be hazardous, such as paints, sealants, and cement; however, the transport, use, and disposal of these materials would be conducted in compliance with applicable federal, state, and local laws pertaining to the safe handling, transport, and disposal of hazardous materials, including the Federal Resource Conservation and Recovery Act (RCRA), which includes requirements for hazardous solid waste management; the DTSC Environmental Health Standards for the Management of Hazardous Waste (California Code of Regulations, Title 22, Division 4.5), which include standards for generators and transporters of hazardous waste; and the provisions of the Los Angeles Fire Department, Hazardous Materials Unit, which include requirements for the use and storage of hazardous materials.

The use of hazardous materials during operation and construction of the proposed Project would be relatively minor. Any hazardous materials that are used for the proposed Project would be properly handled and contained. While impacts from the transport, use, and disposal of hazardous materials are expected to be less than significant, and this topic will be discussed further in the EIR.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact. As discussed in Response VIII a), operation and construction of the proposed Project may result in the release of pesticides and fertilizers in landscaped areas, and the use of paints and other materials for the park facilities. However, the use of these materials would be relatively minor and subject to appropriate handling and containment. Therefore, impacts from the release of hazardous materials into the environment would be less than significant, and this topic will not be discussed further in the EIR.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The closest schools to the project area are Boyle Heights Technology Youth Center, Dolores Mission School, and Garden of Progress Head Start (0.3 to 0.4 mile northeast of the northern project limit), Bishop Mora Salesian High School (0.1 mile northeast of the eastern project limit), the Santa Isabel Elementary School (0.3 mile southeast of the eastern project limit), and Soto Street Elementary School (0.4 mile southeast of the eastern project limit). These schools are more than one-quarter mile from the project area. The use of hazardous materials would be relatively minor and would be similar to existing uses in the area surrounding the project area. Therefore, there would be no impacts on existing or proposed schools, and this topic will not be discussed further in the EIR.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Potentially Significant Impact. Government Code Section 65962.5 requires the California Environmental Protection Agency to compile the Hazardous Waste and Substances Sites List, also called the Cortese List. The following data sources were reviewed for information on hazardous materials sites in the project area (California Environmental Protection Agency, 2012):

- List of Hazardous Waste and Substances sites from DTSC EnviroStor database.
- List of Leaking Underground Storage Tank (LUST) Sites by County and Fiscal Year from State Water Resources Control Board (SWRCB) GeoTracker database.
- List of solid waste disposal sites identified by SWRCB with waste constituents above hazardous waste levels outside the waste management unit.
- List of "active" cease and desist orders (CDO) and cleanup and abatement orders (CAO) from SWRCB.
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

According to the Cortese List, there are 17 hazardous waste and substances sites in the City, and none are located in the Project Area. According to the EnviroStor database, the Project Area includes the site of a former paint manufacturing facility that is listed as a voluntary cleanup site and has been active as of December 7, 2012 (Department of Toxic Substances Control, 2007). The site is underlain with contaminated soil and groundwater, and includes metals, petroleum, polynuclear aromatic hydrocarbons, and volatile organics as potential contaminants. This site is also listed as an active Waste Discharge Requirements (WDR) site as of May 27, 2016 in the GeoTracker database (State Water Resources Control Board, 2015). According to the GeoTracker database, there are no active Leaking Underground Storage Tank (LUST) sites in the Project Area. The former paint manufacturing facility, located southeast of the intersection of South Santa Fe Avenue and Willow Street on the west side of the River, may be a potential hazard to the public and the environment. Though the former paint manufacturing facility is located in the Project Area, the park would not be located on the contaminated site. Impacts could be potentially significant, and this topic will be discussed further in the EIR.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The project is not located within an airport land use plan or within two miles of a public airport or public use airport. Therefore, there would be no safety hazards for people residing or working in the project area, and this topic will not be discussed further in the EIR.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The project is not located within the vicinity of a private airstrip. Therefore, there would be no safety hazard for people residing or working in the project area, and this topic will not be discussed

further in the EIR.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The County of Los Angeles has designated disaster routes that are used to bring emergency personnel, equipment, and supplies to impacted areas. The Project Area is located near the United States Highway 101, Interstate 5, and Interstate 10, which are designated primary disaster routes (Los Angeles County Department of Public Works, 2012). The Project Area is also located between secondary disaster routes (Washington Boulevard to the south, 4th Street to the north, Alameda Street to the west, and Soto Street to the east). Operation and construction of the proposed Project would not remove access to primary disaster routes. Alternative routes would be used to bypass any construction that may take place on any of the secondary disaster routes. Therefore, impacts on emergency response plans or emergency evacuation plans would be less than significant, and this topic will not be discussed further in the EIR.

h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The proposed Project is located in an urbanized area that is not adjacent to wildlands and does not include residences that are intermixed with wildlands. Therefore, the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, and this topic will not be discussed further in the EIR.

IX. Hydrology and Water Quality

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|-------------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g. Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h. Place within a 100-year flood hazard area structures that would impede or redirect floodflows? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

- i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

a) Would the project violate any water quality standards or waste discharge requirements?

Less than Significant Impact. Water quality standards are provisions approved by the U.S. EPA that describe the desired condition of a water body. These standards define the designated uses of the water body (e.g., recreation, public drinking water supply), and establish criteria to protect designated uses (e.g., maximum pollutant concentration levels permitted in a water body), antidegradation requirements to protect existing uses and high quality waters, and general policies to address implementation issues (U.S. Environmental Protection Agency, 2015).

Waste discharge requirements are issued by the SWRCB to regulate point source discharges (defined by the U.S. EPA as any single identifiable source of pollution from which pollutants are discharged, such as a pipe or ditch) that are exempt from Title 27, Section 20090 of the California Code of Regulations and are not subject to the CWA; these exempted point source discharges include discharges of domestic sewage or treated effluent, discharges of wastewater to land (e.g., from evaporation or percolation ponds), discharges of waste to wells by injection, cleanup of unintentional or unauthorized releases of waste or pollutants to the environment, discharges of gas condensate units, use of nonhazardous decomposable waste as a soil amendment, discharges of drilling mud and cuttings from well-drilling operations, recycling or reuse of materials salvaged from waste or produced by waste treatment, and waste treatment in fully enclosed facilities, such as tanks.

The proposed Project lies within the City and County of Los Angeles and is regulated by the RWQCB Los Angeles Region. The RWQCB has adopted NPDES Permit No. CAS004001 Waste Discharge Requirements for Municipal Storm Water and Urban Runoff Discharges within the County of Los Angeles, and the Incorporated Cities Therein (Order No. R4R4-2012-0175). The proposed Project would be conducted in compliance with these applicable permits. Therefore, impacts related to water quality standards and waste discharge requirements would be less than significant, and this topic will not be discussed further in the EIR.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Potentially Significant Impact. The proposed Project could receive potable water from several sources, including groundwater pumped from the local area, treated State Water Project (SWP) water that is imported by the City of Los Angeles from the Owens Valley, potential future recycled water, and/or water captured from local BMPs related to the Viaduct Project. Project operation and construction could potentially require large amounts of water, resulting in the need for new or expanded entitlements; therefore, impacts could be potentially significant and will be discussed further in the EIR.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?

Potentially Significant Impact. Alterations in drainage patterns (i.e., the pattern in which storm water flows across the Earth's surface) may result from changes in topography and impervious surfaces (e.g., steeper slopes and an increase in impervious surfaces may increase the velocity of storm water drainage). Erosion is the loosening and transportation of the upper layers of rock and soil from the Earth's surface by wind, rain, or running water. Alterations in drainage patterns that increase the drainage velocity may result in increased erosion or siltation.

The proposed Project may include terracing on the River channel bank adjacent to the proposed Arts Plaza and existing pedestrian tunnel and/or on the opposite river bank, which could result in changes to drainage patterns. Therefore, impacts on existing drainage patterns could be potentially significant, and this topic will be discussed further in the EIR.

d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

Potentially Significant Impact. See Response IX c).

e) Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact. The Project Area is under the jurisdiction of Los Angeles RWQCB (California Environmental Protection Agency, 2017). The stormwater system is under the jurisdiction of multiple agencies. Land uses in the Project Area are currently planned for a mix of industrial, open space, and public facility land uses (City of Los Angeles, 2014a). Stormwater runoff from the Project Area is anticipated to decrease from existing conditions because of increased pervious surface and proposed features that would promote beneficial stormwater capture. While impacts on the capacity of existing or planned stormwater drainage systems are expected to be less than significant, this topic will be discussed further in the EIR.

f) Would the project otherwise substantially degrade water quality?

Less than Significant Impact. Project construction could result in potential impacts on water quality from erosion and polluted runoff; however, these impacts would be substantially minimized through compliance with applicable federal, state, and local laws pertaining to the safe handling, transport, and disposal of hazardous materials, and the implementation of standard measures, such as Integrated Pest Management (IPM); restricting incompatible uses such as off-road vehicles in areas susceptible to erosion; soil protection and enhancements; and construction BMPs such as silt fencing, filters, and berms, and keeping work areas clean and free of trash. The proposed Project would also be conducted in compliance with the CWA Section 402 NPDES Construction General Permit. With incorporation of standard measures and permits, the proposed Project would not substantially degrade water quality. Therefore, impacts on water quality would be less than significant, and this topic will not be discussed further in the EIR.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The proposed Project would not include the construction of housing within a 100-year flood hazard area that would impede or redirect flood flows. Therefore, there would be no impacts, and this topic will not be discussed further in the EIR.

h) Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?

Potentially Significant Impact. The Project Area is included on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map. The Los Angeles River flood flows are confined within the levees. The Los Angeles River is a major floodway. The remaining areas of the Project Area are located in Zone X, which are areas determined to be outside of the 500-year floodplain.

Encroachment is defined by FEMA as construction, placement of fill, or similar alternation of topography in the floodplain that reduces the area available to convey floodwaters, and by FHWA as an action within the base floodplain. FEMA Section 60.3 (d)(3) states that communities shall prohibit encroachments, fill, new development, substantial improvements, and other development within the adopted regulatory floodway unless it has been demonstrated through hydrologic and hydraulic analyses that the proposed encroachment would not result in any increase in flood levels within the community of the base flood (100-year) discharge.

Because the proposed Project may include construction of a bikeway and terracing of the River channel, which is a regulatory floodway, the proposed Project may result in potentially significant impacts related to impeding or redirecting flood flows. Therefore, this topic will be discussed further in the EIR.

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Potentially Significant Impact. The Project Area is located within a levee or dam inundation area. Because the proposed Project may include improvements to the pedestrian tunnel to increase public access to the River and construction of a bikeway and terracing within the River channel, the proposed Project may result in potentially significant impacts related to risk of injury involving flooding. Therefore, this topic will be discussed further in the EIR.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. A seiche is a temporary disturbance or oscillation in the water level of a lake or partially enclosed body of water. A tsunami is a long, high ocean wave caused by an earthquake, submarine landslide, or other disturbance. The Project Area is not in proximity to a lake or ocean, and is therefore not susceptible to seiche or tsunami. A mudflow is a fluid or hardened stream or avalanche of mud. Because the Project Area is predominately flat and paved, the Project Area is not susceptible to mudflows. Therefore, there would be no impacts, and this topic will not be discussed further in the EIR.

X. Land Use and Planning

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|-------------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) Would the project physically divide an established community?

Less than Significant Impact. The proposed Project is intended to improve connections within the neighborhoods surrounding the proposed park. The proposed Project will feature pedestrian trails and bike paths that will improve connections and reduce physical barriers between communities in the area. Therefore, the proposed Project would result in beneficial impacts that would be less than significant, and this topic will not be discussed further in the EIR.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The Land Use element of the City of Los Angeles General Plan includes Community Plans for 35 community plan areas (along with LAX and Port Plans) within Los Angeles to address the specific needs and wishes of each community. Land use designations help inform decision-makers, as well as the public, on types of future development to pursue in various areas and neighborhoods. General land use maps were developed for the communities of Boyle Heights and Central City North where the project area is located. The Community Plans for Boyle Heights and Central City North are currently undergoing revisions.

The proposed Project could require modification to General Plan land use and zoning designations. Currently, the community land use plans, Boyle Heights and Central City North, which include the Project Area, designate the land as industrial, public facility, and open space (City of Los Angeles, 2014a; City of Los Angeles, 2014b). All of the Project Area may be designated as open space under the proposed Project. As impacts could be potentially significant, this topic will be discussed further in the EIR.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The Project Area is heavily developed and urbanized, and is not located in an area governed by a habitat conservation plan or natural community conservation plan. Therefore, there would be no impacts related to conservation plans, and this topic will not be discussed further in the EIR.

XI. Mineral Resources

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. Mineral resources are geological deposits in or on the Earth’s crust that may have economic value, and include fuels (e.g., coal, oil, and natural gas), metals (e.g., iron, copper, and aluminum) and non-metals (e.g., salt, gypsum, clay, sand, and phosphates). The California Surface Mining and Reclamation Act of 1975 (SMARA) requires the State Geologist to classify land into Mineral Resource Zones (MRZs) according to the known or inferred mineral potential of that land. The process is based solely on geology, without regard to existing land use or land ownership. The primary goal of mineral land classification is to ensure that the mineral resource potential of land is recognized by local government decision-makers and considered before land-use decisions that could preclude mining are made.

The proposed Project is located in a highly urbanized area of Los Angeles. No mineral resources that would be of value to the region or residents of the state have been identified in the vicinity of the project area. Therefore, no impacts resulting from the loss of mineral resources are anticipated, and this topic will not be discussed further in the EIR.

b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The project area does not include any important mineral resources recovery sites delineated on the City’s General Plan; therefore, there would be no impacts, and this topic will not be discussed further in the EIR.

XII. Noise

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|-------------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Expose persons to or generate excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Be located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. Noise criteria are established by municipalities to provide avoidance measures for noise impacts from noise-generating activity on the community. The City of Los Angeles has adopted noise criteria in the City of Los Angeles Municipal Code. Noise thresholds for various land uses are identified in **Table 2**.

Table 2: Los Angeles County Code Exterior Noise Standards

| Presumed Ambient Noise Level (dB(A)) | | |
|--------------------------------------|-----|-------|
| Zone | Day | Night |
| Residential, agricultural | 50 | 40 |
| Commercial, Public Use | 60 | 55 |
| Manufacturing | 60 | 55 |
| Heavy manufacturing | 65 | 65 |

Source: City of Los Angeles Municipal Code (City of Los Angeles, 1982)

Notes: In this chart, daytime levels are to be used from 7:00 a.m. to 10:00 p.m. and nighttime levels from 10:00 p.m. to 7:00 a.m. At the boundary line between two zones, the presumed ambient noise level of the quieter zone shall be used.

In addition to the standards in **Table 2**, the City's noise ordinance sets forth noise limits for construction activities. Chapter XI, Article 2, Section 112.05, of the Los Angeles Municipal Code states that noise generated from construction and industrial machinery shall not exceed a maximum of 75 dBA at a distance of 50 feet (ft.), except where compliance is technically infeasible. "The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or any other noise-reduction device or technique during the operation of the equipment."

In addition, Section 41.40 of the Los Angeles Municipal Code restricts construction activities during different hours of the day. According to this code, no person shall perform any construction or repair work that makes loud noises that disturbs persons occupying sleeping quarters in any place of residence between the hours of 9:00 p.m. of one day and 7:00 a.m. of the following day. Furthermore, the code prohibits any person other than an individual homeowner engaged in the Chapter 3 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures October 2011 3-256 Sixth Street Viaduct Seismic Improvement Project repair or construction of his single-family dwelling from performing any construction or repair work on land occupied by residential buildings, or within 500 ft. of land so occupied, before 8:00 a.m. or after 6:00 p.m. on any Saturday or at any time on any Sunday. If a tight project construction schedule would necessitate construction activities to occur outside of the hours allowed by the City's noise ordinance, then a permit from the Police Commission is required.

The Project Area is located in an urban segment of the Boyle Heights and Central City North neighborhoods in Downtown Los Angeles where there is existing noise from traffic and other adjacent urban activity. Existing land uses in the Project Area are industrial and open space (City of Los Angeles, 2014a; City of Los Angeles, 2014b). The nearest sensitive receptors to the Project Area are include residences east of South Clarence Street and Boyle Avenue (adjacent to the eastern edge of the Project Area) and Brick Lofts LLC (less than 0.1 mile southwest of the Project Area). In addition, the nearest elderly housing includes Linda Vista Seniors (approximately 0.1 mile northeast of the Project Area) and Hollenbeck Palms (less than 0.1 mile northeast of the Project Area).

East of the River, the nearest schools include Bishop Mora Salesian High School, Soto Street Elementary School, and SEA Charter School (approximately 0.3 mile southeast of the Project Area), as well as Hollenbeck Middle School (approximately 0.3 mile east of the Project Area). West of the River, the nearest schools are Metropolitan High School (approximately 0.2 mile southwest of the Project Area) and Southern California Institute of Architecture (approximately 0.2 mile north of the Project Area). The nearest parks and recreational facilities include Hollenbeck Park (approximately 0.1 mile northeast of the Project Area), Aliso Pico Recreation Center (approximately 0.3 mile north of the Project Area), and Boyle Heights Sports Center (approximately 0.3 mile southeast of the Project Area). The nearest hospital is Promise Hospital of East LA (approximately 0.4 mile northeast of the Project Area).

During Project operation, primary noise sources in the Project Area are anticipated to be traffic noise, recreational activities, and events. The proposed Project would include rehabilitating and replacing roadway and industrial infrastructure with open space. Proposed Project activities could produce additional sources of noise. Proposed noise generating activities include a soccer field, skate park, dog park, other recreational and pedestrian amenities, community gathering area, and public performance space.

During construction, demolition, pile driving, and various other noise-generating construction activities would be required to complete the proposed Project. The noise levels for construction equipment that would typically be used for the proposed Project are provided in **Table 3**. The degree of construction noise impacts could vary for different areas within the Project Area depending on the construction activities. Additional noise analysis would be provided through noise technical study, which will be included in the EIR.

Table 3: Construction Equipment Noise Levels

| Equipment Type | Maximum Noise Level (L_{max}) of Equipment at 50 feet (in dB) |
|----------------------|---|
| Dump Truck | 76 |
| Front End Loader | 79 |
| Air Compressor | 78 |
| Pneumatic Tools | 85 |
| Concrete Mixer Truck | 79 |
| Concrete Pump Truck | 81 |
| Jackhammer | 89 |
| Sand Blasting | 96 |

Source: U.S. Department of Transportation, Federal Highway Administration, 2015

Notes: The noise levels are provided in the U.S. Department of Transportation, Federal Highway Administration Construction Noise Handbook (U.S. Department of Transportation, Federal Highway Administration, 2015), and are actual, measured noise levels based on measurements performed for the Central Artery/Tunnel Project. Noise measurements were averaged to compute the actual emission level.

The noise levels shown in **Table 2** range from 76 to 96 dBA, and are in excess of the City's noise standards that include exterior noise limits of 45 to 65 dBA, depending on the land use. Certain noise mitigation measures would be employed and permissions received from the City to perform necessary construction work in the project area. Proposed project activities could also potentially exceed City noise standards, such as sports games and community performances; therefore, the project could result in potentially significant impacts on noise levels that would exceed standards established in a local general plan or noise ordinance or applicable standards of other agencies, and this topic will be discussed further in the EIR.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes groundborne vibrations that diminish in strength with distance. Construction vibration varies greatly depending on the construction phases, type and condition of equipment used, and layout of the construction site.

Construction vibration levels are governed primarily by the heaviest pieces of equipment, such as impact pile drivers and pavement breakers. Since the construction equipment is mobile, the intensities of vibration perceived would vary greatly depending on the spatial relationship between the source and the receiver. The worst vibration impacts would generally occur during demolition and viaduct foundation construction activities involving pavement breakers and pile drivers, respectively.

The Federal Railroad Administration (FRA) provides ground-borne vibration impact criteria for various types of building uses. FRA recommends that these criteria be used as a damage threshold for the fragile structures located near the ROW of a transit project. Additionally, Section 41.32 of the City of Los Angeles Municipal code specifies that no person should use any sound amplifying system in such a manner that any vibration emitted is received by human ear from more than 50 feet from the property line where such amplification is being conducted.

Since no historic buildings are located within 50 feet of the project area, no impacts on historic buildings from construction vibration are expected to occur. Conversely, the proposed Project could result in additional vehicles on roadways in and around the Project Area and activities that could generate groundborne vibration or noise levels above existing conditions. However, the project would comply with applicable codes to avoid and minimize groundborne vibrations in exceedance of City standards. While impacts related to groundborne vibration are expected to be less than significant, this topic will be discussed further in the EIR.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. See Responses VII a) and b) This topic will be further analyzed in the EIR.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. As discussed in Response XII a), project construction could result in a temporary increase in ambient noise levels in the project vicinity above levels existing without the project. Certain noise mitigation measures would be employed and permissions received from the City to perform necessary construction work in the project area. Therefore, impacts are anticipated to be less than significant, and this topic will not be discussed further in the EIR.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The closest airport to the project is the Los Angeles International Airport, which is located over 11 miles to the southwest. According to the most recent noise contour map for the County, the project area is well outside the noise contour for the airport (Los Angeles County Department of Regional Planning, 2017). Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels and no impact would result and no mitigation is required. This issue is not proposed for further analysis in the EIR.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. Implementation of the proposed Project would not result in a safety hazard for people residing or working in the project area because the project area is not located within the vicinity of a private airstrip. The nearest airstrip is located at Los Angeles International Airport, over 11 miles away. Therefore, no impact would occur and no mitigation is required. This issue is not proposed for further analysis in the EIR.

XIII. Population and Housing

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|-------------------------------------|--|------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Displace a substantial number of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Potentially Significant Impact. While the proposed Project does not include the construction of new homes or businesses, or the extension of roads or infrastructure to undeveloped areas, the proposed Project could spur additional economic growth in the Project Area, which could thereby induce new growth within the local community and regional area. Businesses may be attracted to the project vicinity because of the proposed public amenities that could attract new potential customers to the area. However, the project area is already densely developed, and there are relatively few business sites available. This issue will be evaluated further in the EIR.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed Project would not displace any housing units, and the construction of replacement housing would not be required. Therefore, there would be no impact on housing, and this topic will not be discussed further in the EIR.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed Project would not displace any people, and the construction of replacement housing would not be required. Therefore, there would be no impacts related to displacement, and this topic will not be discussed further in the EIR.

XIV. Public Services

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: | | | | |
| Fire Protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Police Protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i. Fire protection?

Less than Significant Impact. The project area is served by Battalion 1 of the Central Bureau of the Los Angeles City Fire Department (LAFD). The project would not generate an increase in population. However, the open space, recreational facilities, and events hosted in the park would increase traffic and visitors in the project area. Therefore, the proposed Project may generate additional need for fire protection in the LAFD service area.

To prevent hazards that would increase the need for fire protection, the proposed Project would be constructed in accordance with all applicable fire codes set forth by the state Fire Marshall and LAFD. The proposed Project would not create a fire hazard and is not expected require services that would exceed the capacity of LAFD to serve the site or surrounding areas. Construction of additional facilities is not expected to be required to maintain acceptable service ratios, response times, or other performance

objectives. If any traffic control plans are needed during construction, the nearest local fire responders would be notified to coordinate emergency response routing. While the need for additional fire protection and resources in the LAFD service area is expected to be less than significant, this topic will be discussed further in the EIR.

ii. Police protection?

Less than Significant Impact. The Project Area is served by the Central Division of the Los Angeles Police Department (LAPD) to the west of the Los Angeles River, and the Hollenbeck Division to the east of the Los Angeles River. Because the proposed Project would increase traffic and visitors in the Project Area and provide additional public access to the Los Angeles River, there would be an increased demand for additional police protection, especially during flood conditions and public events.

If any traffic control plans are needed during construction, the nearest local police station would be notified to coordinate emergency response routing. During construction, the Project Area and areas would be fenced and screened, nighttime lighting would be provided, and access would be controlled to deter theft. While the proposed Project is not expected to result in an increase in demand for police services such that additional facilities would need to be constructed, this topic will be discussed further in the EIR.

iii. Schools?

No Impact. The project area is primarily comprised of commercial and industrial land uses, and the closest schools are Boyle Heights Technology Youth Center, Dolores Mission School, and Garden of Progress Head Start (0.3 to 0.4 mile northeast of the project area), Bishop Mora Salesian High School (0.1 mile northeast of the project area), and Santa Isabel Elementary School and Soto Street Elementary School (0.3 to 0.4 mile southeast of the project area). The proposed Project does not include residential development that would directly increase the demand for additional or modified school facilities. The proposed project would not induce population growth directly or indirectly; therefore, the proposed Project would not increase the demand for schools near the project area. While the proposed Project may potentially serve as a park resource for nearby schools, construction and operation of the proposed Project would not directly or indirectly increase student enrollment levels at any nearby schools. Therefore, there would be no impact on schools, and this topic will not be discussed further in the EIR.

iv. Parks?

Less than Significant Impact. The project area is primarily commercial and industrial, and the closest parks are Hollenbeck Park (0.1 mile northeast of the project area) and Boyle Heights Sports Center (0.15 mile northeast of the project area). The proposed Project would include construction of a public park, which would assist the surrounding communities by meeting the need for open space and recreational facilities. The City identified a high need for parks in the Arts District, with 1.6 acres of park land per 1,000 residents (52 percent below the national average), and in Boyle Heights, with 0.6 acres of park land per 1,000 residents (82 percent below the national average). While the proposed Project would not induce growth or directly or indirectly strain existing park services, this topic will be discussed further in the EIR.

v. Other public facilities?

Less than Significant Impact. The Project Area is primarily comprised of commercial and industrial land uses, and includes an Air Treatment Facility owned by LA Sanitation that is located at Mission Road and Jesse Street. The proposed Project would not affect the operation of the Air Treatment Facility or result in an increase in the residential population that would cause direct or indirect impacts on public facilities. Therefore, there would be a less than significant impact on public facilities, and this topic will not be discussed further in the EIR.

XV. Recreation

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | | | | |
| a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less than Significant Impact. The purpose of the proposed Project is to serve the open space and recreational needs of surrounding communities. Because the proposed Project includes the creation of approximately 12 acres of public space, the proposed Project would not increase the use of existing parks or recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. In addition, the proposed Project would not result in employment or population growth that would increase the use of existing parks or other recreational facilities in the surrounding area. Rather, the proposed Project is expected to reduce strain to existing parks and recreational facilities in the surrounding area, resulting in beneficial impacts. The park located nearest to the proposed Project is Hollenbeck Park in Boyle Heights. While impacts on parks and recreational facilities are expected to be less than significant, this topic will be discussed further in the EIR.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Less Than Significant Impact. The proposed Project would include the construction of recreational facilities that may include sports field(s) and court(s), bicycle paths, skate park/facilities, recreation trails, community building(s), a dog park, playgrounds, and stationary exercise equipment. Because the project area is located in a highly developed urban environment, the project would not result in the destruction of natural environment or alteration of landforms that would have physical impacts on the environment. While impacts would be less than significant, this topic will be discussed further in the EIR.

XVI. Transportation/Traffic

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|-------------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with an applicable congestion management program, including, but not limited to, level-of-service standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a) Would the project exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Potentially Significant Impact. The Mobility Plan 2035 is part of the City’s General Plan and outlines goals to achieve a transportation system that balances all modes of transportation (Los Angeles

Department of City Planning, 2016). The project would encourage active modes of transportation and public transit that would be consistent with the goals of the Mobility Plan. However, the proposed Project may result in additional traffic to the area because of the provision of open spaces; public performance and event spaces; public gathering/assembly areas; recreational fields and courts, and playground and dog facilities. Therefore, the proposed Project may result in potentially significant impacts on the traffic circulation system, and this topic will be discussed further in the EIR.

b) Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Potentially Significant Impact. Prominent east-west streets in the Project Area include:

- 1st Street (Major Highway);
- 4th Street (Major Highway);
- Sixth Street (Secondary Highway); and
- 7th Street (Secondary Highway).

Prominent north-south streets in the project area include:

- Central Avenue (Major Highway);
- Alameda Street (Major Highway);
- Mateo Street (Secondary Highway);
- Santa Fe Avenue (Secondary Highway);
- Boyle Avenue (Secondary Highway); and
- Soto Street (Major Highway).

The City of Los Angeles Mobility Plan 2035 includes traffic and circulation objectives and policies for the city, such as ensuring a safe and effective transportation system that provides adequate traffic movement while preserving community character, and promoting alternative transportation through improved pedestrian and bicycle infrastructure (Los Angeles Department of City Planning, 2016). The Mobility Plan 2035 includes a policy to establish the Complete Streets Design Guide as the City's document to guide the operations and design of streets and other public ROW. Another policy requires developers to ensure high quality pedestrian access in all site planning and public ROW modifications to provide a safe and comfortable walking environment.

The proposed Project would include demolition and development of new and existing roadway and pedestrian infrastructure. Access to surrounding major and secondary highways would be maintained during operation of the proposed Project. Additional roadways would be developed through the proposed park to provide connectivity for vehicle access throughout the project area. The proposed Project would promote multi-modal active transportation components, including linking to existing and future bicycle and pedestrian facilities. Other federally-funded projects in proximity to the Project Area have components which include intersection improvements for bicycles and pedestrians, landscaping features, and bicycle lanes in the Project Area.

Some land use in the Project Area may be converted from industrial use to open space, which could affect the use of surrounding roadways (City of Los Angeles, 2014a; City of Los Angeles, 2014b). Facilities in the Project Area are vacant and are currently not contributing to local traffic. Features of the

proposed Project that would attract visitors during various times of the week, such as sport competitions, arts and performance events, and community events, could result in elevated traffic volumes during peak visitation times. In addition, during construction, vehicles or equipment along the roadway may temporarily result in traffic congestion.

City policies and design standards would be incorporated to minimize traffic congestion resulting from the proposed Project and promote multi-modal active transportation components. However, because of the additional visitors in the area, the proposed Project could generate traffic that would conflict with the applicable congestion management program. Therefore, the proposed Project could result in a potentially significant impact, and this topic will be discussed further in the EIR.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?

No Impact. The project is not located near an airport. The project would not result in any changes in air traffic patterns because the project would not affect air traffic levels or change the location of nearby airports or air operations. Therefore, there would be no impact on air traffic patterns, and this topic will not be discussed further in the EIR.

d) Would the project substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. The proposed Project would include adding recreational facilities and open space to a predominately industrial area, which could be viewed as incompatible uses. However, the proposed Project would comply with City standards, and would incorporate design elements that optimize safety (e.g., field lighting, roadway lighting, etc.).

During construction, potential safety hazards could result from construction vehicles and equipment either traveling or being staged along the roadway, which could result in potential collisions with oncoming traffic. Temporary measures and a construction staging plan would be implemented to minimize hazards from incompatible uses (e.g., construction equipment). Therefore, impacts related to design features or incompatible uses would be less than significant, and this topic will not be discussed further in the EIR.

e) Would the project result in inadequate emergency access?

No Impact. The Project Area is surrounded by the prominent streets listed in Response XVI a) that would provide access for emergency vehicles. Access to surrounding major and secondary highways would be maintained during operation of the project. Additional roadways would be developed through the proposed park to provide connectivity for vehicle access throughout the Project Area. Therefore, there would be no impact on emergency access, and this topic will not be discussed further in the EIR.

f) Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Less than Significant Impact. The proposed Project would promote multi-modal active transportation components, including linkages to existing and future bicycle and pedestrian facilities. The proposed Project may include bicycle racks and connections to the Metro bicycle path along the Los Angeles River

channel and to the adjacent street network. Under a separate project, a Metro station may also be placed adjacent to the park. The proposed Project would be consistent with adopted policies, plans, and programs supporting alternative transportation; therefore, the proposed Project would have beneficial impacts, and this topic will be discussed further in the EIR.

XVII. Utilities and Service Systems

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|-------------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | | | | |
| a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g. Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. The proposed Project includes adding recreational and open space uses, and would also include restrooms for visitors. The wastewater treatment required for these uses would not exceed the requirements of the applicable RWQCB. Therefore, impacts would be less than significant, and this topic will not be discussed further in the EIR.

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. See Response XVII a). Los Angeles' water is a mixture of groundwater pumped from the local area, treated SWP water, and water that is imported by the City of Los Angeles from the Owens Valley (County of Los Angeles Department of Public Works, 2017).

A partially federally-funded project in proximity to the proposed Project is expected to include installation of modular storage units (i.e. water silos) as means of water retention and implementation of BMPs. One location identified for potential storage and use is near the Jesse/Mission Roundabout intersection. This BMP would be designed to receive runoff from the Sixth Street Viaduct bridge deck, Hollenbeck Park (rainwater overflow), and east park areas (east of Mission Road), redirecting the water to areas where it could be applied to landscape use, assuming proper piping systems are implemented, and constructed along Jesse Street. The captured water could be made available to the east side of the Project Area for irrigation and potential other non-potable uses. If the water is made available to the Project Area, the proposed Project may be designed so that stormwater runoff would enter the Project Area and serve to support vegetation and/or other non-potable needs identified for the proposed Project.

For the west portion of the park, stormwater currently above the finished grade of Santa Fe Street may be directed to a separate BMP, possibly treat and release bio filtration). Stormwater that is currently below the finished grade of streets adjacent to the Arts Plaza may also be directed to a separate BMP. Utilizing runoff that is located at or below grade would be implemented per the County of Los Angeles Department of Health standards.

The project is in a fully developed, mixed-use urban setting surrounding a portion of the River. The Project Area is predominately industrial and commercial with railroad corridors running along the banks of the River. Several buildings in the Project Area contain potable water and wastewater infrastructure for various operational purposes. Features of the proposed Project, including recreational playing fields and performance and event spaces, could result in increased day-use populations in the Project Area and additional water consumption and wastewater generation. Amenities, such as a community building and/or concession building, public restrooms and drinking water fountains are also proposed to accommodate anticipated Project Area uses and populations. Aesthetic and recreational features, such as water features and landscape irrigation, are proposed to enhance the experience in the Project Area. Features listed are not expected to substantially increase the demand on existing water and wastewater infrastructure in the area. While impacts are expected to be less than significant, this topic will be discussed further in the EIR.

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. The proposed Project may be designed to utilize offline sub-surface drainage systems that add capacity to the existing MS4. The drainage systems may be designed to utilize precipitation and recycled storm water overflows.

For the east side of the PARC, it is possible that the proposed Project would utilize local runoff from the Hollenbeck tributary via a water detention and use system located near the Jesse/Mission Roundabout and elsewhere as feasible to capture stormwater runoff from the Sixth Street Viaduct bridge deck, Hollenbeck Park (rainwater overflow) and PARC areas east of Mission Road. Runoff may be captured and redirected from the existing storm drains to detention and use areas, rather than flowing to the River.

For the west portion of the park, stormwater currently above the finished grade of Santa Fe Street may be directed to a separate BMP, possibly treat and release bio filtration). Stormwater that is currently below the finished grade of streets adjacent to the Arts Plaza may also be directed to a separate BMP. While impacts are expected to be less than significant, this topic will be discussed further in the EIR.

d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Potentially Significant Impact. The proposed Project is expected to receive water from several sources including, treated SWP water, water that is imported by the City of Los Angeles from the Owens Valley, and captured water from various proposed BMPs. Project operation and construction could potentially require large amounts of water, resulting in the need for new or expanded entitlements; therefore, impacts could be potentially significant, and this topic will be discussed further in the EIR.

e) Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. It is anticipated that the proposed Project would be served by various sources, including the Hyperion Water Reclamation Plant (HWRP); the Los Angeles-Glendale (LAG) Waste Reclamation Plant (recycled supply), which is a Regional Tertiary Treatment Facility providing wastewater treatment services for east San Fernando Valley communities that are both within and outside of the Los Angeles City limits (City of Los Angeles, 2017a); and other planned BMPs that are not included as part of the proposed Project, but could serve the proposed Project in the future. The LAG plant processes approximately 20 million gallons of wastewater per day.

The proposed Project would include demolition of existing urban infrastructure, such as buildings, pavement, and roadway, and replacement with open space and infrastructure. Conversely, proposed attractions in the project area could result in uses that may increase generation of wastewater (e.g. restrooms, drinking fountains, and water features). However, these uses would not result in an increase in demand for wastewater treatment that may exceed the treatment provider's capacity to serve the project. Therefore, impacts would be less than significant, and this topic will not be discussed further in the EIR.

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. The City of Los Angeles purchased Central Los Angeles Recycling & Transfer Station (CLARTS) in 2004 (City of Los Angeles, 2017b). CLARTS was designed to accommodate a capacity of 4,025 tons per day. CLARTS services the city's curbside collection operations, commercial waste haulers, independent operators, and the general public. From CLARTS, waste is transferred to a

landfill or recycling facility. The City of Los Angeles has begun several initiatives to reduce local waste destined for the landfill. Clean Streets LA, established through Executive Directive Number 8 (ED NO. 8), will put 5,000 more trashcans on Los Angeles' streets to improve cleanliness in areas identified as waste "hot spots" across the city. Additionally, the City has adopted a "Zero Waste LA" franchise system, which is a new public private partnership designed to address the millions of tons of waste disposed annually by businesses, consumers, and residents. The City has also mandated that local jurisdictions implement certain waste diversion measures through CalRecycle requirements.

The Project Area includes existing facilities that are vacated; therefore, minimal waste is currently generated. The proposed Project would attract visitors to the Project Area where waste would be generated, handled and disposed. Through existing waste diversion initiatives, waste flow to the landfill would be minimized. Outstanding waste would be accommodated by transfer station and landfill facilities, where facility capacities are sufficient to process waste generated in the Project Area.

Project construction would be short-term, and the disposal of solid waste would be minimized through the recycling and reuse of materials, as feasible. Waste would be generated during the removal of structures; however, this waste would be accommodated by a landfill with sufficient capacity. Therefore, impacts on receiving landfills would be less than significant, and this topic will not be discussed further in the EIR.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. As discussed in Response XVII f), project operation could result in the generation of additional solid waste because operations in the project area would attract visitors, which could generate subsequent waste. Project construction would include the demolition of the existing infrastructure, which would generate solid waste requiring disposal at nearby landfills.

Some of the solid waste may be characterized as hazardous, and may require disposal at appropriate hazardous waste facilities. The project would comply with applicable federal, state, and local laws pertaining to the safe handling, transport, and disposal of hazardous materials, including RCRA, which includes requirements for hazardous solid waste management; the DTSC Environmental Health Standards for the Management of Hazardous Waste (California Code of Regulations, Title 22, Division 4.5), which include standards for generators and transporters of hazardous waste; and the provisions of the City's Fire Department, Hazardous Materials Division, which include requirements for proper handling, storage, and disposal of hazardous substances.

The City contractor would be responsible for educating construction workers on the proper classification and disposal of solid waste, which would ensure compliance with federal, state, and local statutes and regulations; therefore, impacts would be less than significant and will not be discussed further in the EIR.

XVIII. Mandatory Findings of Significance

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|-------------------------------------|--|------------------------------|--------------------------|
| a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Does the project have impacts that are individually limited but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. Due to the level of disturbance and the extremely limited amount of vegetated areas, the biological diversity of animals within the survey area and surrounding areas is low. However, the proposed Project may include historical resources. Therefore, impacts could be potentially significant, and this topic will be discussed further in the EIR.

b) Does the project have impacts that are individually limited, but cumulatively considerable? (“cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Potentially Significant Impact. The impacts relevant to the proposed Project are localized and

confined to the immediate study area. However, there could be significant impacts on aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, recreation, transportation and traffic, and utilities and service systems. These impacts could potentially contribute to cumulatively considerable impacts, and this topic will be discussed further in the EIR.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. The proposed Project would include the construction of open space for public use, and no potentially significant impacts are expected to result from the project related to agriculture and forestry, mineral resources, population and housing, and public services. However, it is unknown at this time if potentially significant impacts associated with aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, recreation, transportation and traffic, and utilities and service systems can be reduced to less than significant through implementation of mitigation measures.

Until the impacts are fully analyzed and mitigation measures are determined, a final impact analysis cannot be made. Therefore, implementation of the proposed Project may result in a potentially significant impact and could result in significant adverse effects on human beings, either directly or indirectly. These topics will be evaluated in the EIR.

Chapter 5

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Chapter 7

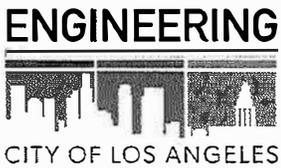
Acronyms and Abbreviations

| | |
|-----------------|--|
| AB | Assembly Bill |
| APE | Area of Potential Effects |
| AQMP | Air Quality Management Plan |
| ATP | Active Transportation Program |
| BMPs | Best Management Practices |
| BNSF | Burlington Northern Santa Fe |
| BOE | Bureau of Engineering |
| CAAQS | California Ambient Air Quality Standards |
| Caltrans | California Department of Transportation |
| CAO | Cleanup and Abatement Orders |
| CARB | California Air Resources Board |
| CCAA | California Clean Air Act |
| CCR | California Code of Regulations |
| CDO | Cease and Desist Orders |
| CEQA | California Environmental Quality Act |
| City | City of Los Angeles |
| CLARTS | Central Los Angeles Recycling & Transfer Station |
| CO | Carbon Monoxide |
| CO ₂ | Carbon Dioxide |
| CTC | California Transportation Commission |
| CWA | Clean Water Act |
| dB | Decibel |
| dBA | A-Weighted Decibels |
| DPW | Department of Public Works |
| ED NO. | Executive Directive Number |
| EIR | Environmental Impact Report |
| EIS | Environmental Impact Statement |
| FCAA | Federal Clean Air Act |
| FRA | Federal Railroad Administration |
| GHG | Greenhouse Gases |

| | |
|---------------|--|
| L.I.D. | Low Impact Development |
| L.A. River | Los Angeles River |
| LA Sanitation | Los Angeles Bureau of Sanitation |
| LADOT | City of Los Angeles Department of Transportation |
| LAFD | Los Angeles Fire Department |
| LAPD | Los Angeles Police Department |
| L_{max} | Maximum Noise Level |
| LUST | Leaking Underground Storage Tank |
| Metro | LA County Metropolitan Transit Authority |
| MLD | Most Likely Descendent |
| MRZ | Mineral Resource Zone |
| MTA | Metropolitan Transportation Authority |
| NAAQS | National Ambient Air Quality Standards |
| NAHC | Native American Heritage Commission |
| NEPA | National Environmental Policy Act |
| NO_2 | Nitrogen Dioxide |
| NO_x | Oxides of Nitrogen |
| NRHP | National Register of Historic Places |
| O_3 | Ozone |
| PARC | Park, Arts, River & Connectivity |
| PM_{10} | Particulate Matter |
| $PM_{2.5}$ | Fine Particulate Matter |
| PRC | Public Resources Code |
| RCRA | Resource Conservation and Recovery Act |
| River | Los Angeles River |
| ROD | Record of Decision |
| ROW | Right-of-Way |
| RWQCB | Regional Water Quality Control Board |
| SCAB | South Coast Air Basin |
| SCAQMD | South Coast Air Quality Management District |
| SCRRA | Southern California Regional Rail Authority |
| SMARA | Surface Mining and Reclamation Act |
| SO_2 | Sulfur Dioxide |
| SWP | State Water Project |

| | |
|--------------------------------|--|
| SWRCB | State Water Resources Control Board |
| TCE | Temporary Construction Easements |
| U.S. 101 | United States Highway 101 |
| U.S. EPA | U.S. Environmental Protection Agency |
| UPRR | Union Pacific Railroad |
| USACE | United States Army Corps of Engineers |
| USGS | United States Geological Survey |
| Viaduct | Sixth Street Viaduct |
| Viaduct Replacement Project | Sixth Street Viaduct Replacement Project |
| VOC | Volatile Organic Compounds |
| WDR | Waste Discharge Requirements |

Written Comments Received During Public Scoping Meeting



Sixth Street Park, Arts, River & Connectivity Improvements (PARC) Project/ Proyecto del Parque de la Calle Sexta, Artes, Río y Mejoras de Conectividad



Public Scoping Meeting/ Reunión de Alcance Público – May 3, 2017/ 3 de mayo del 2017

Comment Card/ Tarjeta de Comentario

Name/Nombre:
 CHLOE GINNEBAR

Organization/Organización:

Email/mailling address so we can notify you when the EIR is available/ Correo electrónico/dirección para poder notificarles cuando el reporte de impacto ambiental este disponible:
~~CHLOE@GLOBE@PARC.COM~~ CHLOE@356MISSION.COM

Comments/Comentarios:

HAS THERE BEEN ANY DISCUSSION WITH HOUSING DEVELOPERS (SPECIFICALLY ON THE EAST SIDE OF THE PROJECT)? THIS PROJECT WILL RAISE RENTS AND THIS IS A MAJOR ENVIRONMENTAL IMPACT.

GENTRIFICATION IS A MAJOR ENVIRONMENTAL CONCERN.



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Comment Card/ Tarjeta de Comentario

| |
|---|
| Name/Nombre: <p>MELISSA URIBE</p> |
| Organization/Organización: <p>INNERCITY STRUGGLE</p> |
| Email/mailling address so we can notify you when the EIR is available/ Correo electrónico/dirección para poder notificarles cuando el reporte de impacto ambiental este disponible: <p>melissa@innercitystruggle.org</p> |

Comments/Comentarios:

Los Angeles is being gentrified, catering to a more affluent and predominantly white demographic. I truly hope that the long standing working class residents of color will be able to enjoy the benefits of this project.

on chapter 4 "population and housing" you have stated that the project could potentially have a significant impact on population growth in the area, what will the 6th street park team do to preserve existing RSO/affordable housing? what will the team do to preserve the existing small businesses on the eastside of the river?

The project will contribute to gentrification and displacement; the EIR needs to be have a more critical analysis of evaluating the "population and housing" issue.

Oral Comments Received During Public Scoping Meeting

[Insert Transcripts]



Sixth Street Park, Arts, River & Connectivity
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del 2017

Speaker Card/ Tarjeta de Orador

| |
|---|
| Name/Nombre: RAUL DIAZ |
| Organization/Organización: HoneyBey INDUSTRIES |
| Email/ mailing address so we can notify you when the EIR is available/ Correo electrónico/dirección para poder notificarles cuando el reporte de impacto ambiental este disponible: |

*Please limit your comments to two minutes. You can also submit written comments.
Por favor limite sus comentarios a dos minutos. Puede enviar comentarios por escrito.*



Sixth Street Park, Arts, River & Connectivity
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Speaker Card/ Tarjeta de Orador

| |
|---|
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| Organization/Organización: |
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Por favor limite sus comentarios a dos minutos. Puede enviar comentarios por escrito.*



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del 2017

Speaker Card/ Tarjeta de Orador

| |
|---|
| Name/Nombre: JOE DIAZ |
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Por favor limite sus comentarios a dos minutos. Puede enviar comentarios por escrito.*



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Speaker Card/ Tarjeta de Orador

| | |
|---|------------------|
| Name/Nombre: | Ana Hernández |
| Organization/Organización: | RAC Pico Gardens |
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Please limit your comments to two minutes. You can also submit written comments. Por favor limite sus comentarios a dos minutos. Puede enviar comentarios por escrito.



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Speaker Card/ Tarjeta de Orador

| |
|---|
| Name/Nombre: <i>Ofelia Platon</i> |
| Organization/Organización: <i>Union de Vecinos</i> |
| Email/mailling address so we can notify you when the EIR is available/ Correo electrónico/dirección para poder notificarles cuando el reporte de impacto ambiental este disponible: |

*Please limit your comments to two minutes. You can also submit written comments.
Por favor limite sus comentarios a dos minutos. Puede enviar comentarios por escrito.*



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Public Scoping Meeting/ Reunión de Alcance Público – May 3, 2017/ 3 de mayo del 2017

Speaker Card/ Tarjeta de Orador

| |
|---|
| Name/Nombre: <i>Delmira Gonzalez</i> |
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| Email/ mailing address so we can notify you when the EIR is available/ Correo electrónico/dirección para poder notificarles cuando el reporte de impacto ambiental este disponible: |

Please limit your comments to two minutes. You can also submit written comments. Por favor limite sus comentarios a dos minutos. Puede enviar comentarios por escrito.



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del 2017

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| |
|---|
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*Please limit your comments to two minutes. You can also submit written comments.
Por favor limite sus comentarios a dos minutos. Puede enviar comentarios por escrito.*



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Speaker Card/ Tarjeta de Orador

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*Please limit your comments to two minutes. You can also submit written comments.
Por favor limite sus comentarios a dos minutos. Puede enviar comentarios por escrito.*



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Speaker Card/ Tarjeta de Orador

| |
|---|
| Name/Nombre: <i>Russell Brown</i> |
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Please limit your comments to two minutes. You can also submit written comments. Por favor limite sus comentarios a dos minutos. Puede enviar comentarios por escrito.



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del 2017

Speaker Card/ Tarjeta de Orador

| |
|--|
| Name/Nombre: LORI ATWATER |
| Organization/Organización: NEIGHBOR |
| Email/mailling address so we can notify you when the EIR is available/ Correo electrónico/dirección para poder notificarles cuando el reporte de impacto ambiental este disponible: loriatwater@gmail.com |

*Please limit your comments to two minutes. You can also submit written comments.
Por favor limite sus comentarios a dos minutos. Puede enviar comentarios por escrito.*



Sixth Street Park, Arts, River & Connectivity
Improvements (PARC) Project/ Proyecto del Parque de
la Calle Sexta, Artes, Río y Mejoras de Conectividad



Public Scoping Meeting/ Reunión de Alcance Público – May 3, 2017/ 3 de mayo
del 2017

Speaker Card/ Tarjeta de Orador

| |
|--|
| Name/Nombre: <i>Margarita Amador</i> |
| Organization/Organización: <i>Hollenbeck CPAB</i> |
| Email/mailling address so we can notify you when the EIR is available/ Correo electrónico/dirección para poder notificarles cuando el reporte de impacto ambiental este disponible: <i>amadormago@yahoo.com</i> |

*Please limit your comments to two minutes. You can also submit written comments.
Por favor limite sus comentarios a dos minutos. Puede enviar comentarios por escrito.*



Sixth Street Park, Arts, River & Connectivity
Improvements (PARC) Project/ Proyecto del Parque de
la Calle Sexta, Artes, Río y Mejoras de Conectividad



Public Scoping Meeting/ Reunión de Alcance Público – May 3, 2017/ 3 de mayo
del 2017

Speaker Card/ Tarjeta de Orador

| |
|--|
| Name/Nombre: Edin Enamorado |
| Organization/Organización: Keep LA Green |
| Email/mailling address so we can notify you when the EIR is available/ Correo electrónico/dirección para poder notificarles cuando el reporte de impacto ambiental este disponible: EAE1987@yahoo.com |

*Please limit your comments to two minutes. You can also submit written comments.
Por favor limite sus comentarios a dos minutos. Puede enviar comentarios por escrito.*

Comments Received Through Mail and Email



Amanda Griesbach <amanda.griesbach@lacity.org>

Fwd: Sixth Street PARC Project

1 message

Jan Green Rebstock <jan.green.rebstock@lacity.org>

Mon, May 15, 2017 at 3:34 PM

To: Gary Lam <gary.lam@lacity.org>, "Argente, Mauricio" <Mauricio.Argente@tetrattech.com>, Richard Galvin <richard@gpaconsulting-us.com>, Erinn Silva <erinn@gpaconsulting-us.com>, Natalie Moore <natalie.moore@lacity.org>
Cc: Amanda Griesbach <amanda.griesbach@lacity.org>

Dr. Jan Green Rebstock

Environmental Management Group, Environmental Supervisor II
Bureau of Engineering, Department of Public Works
213.485.5761

jan.green.rebstock@lacity.org

1149 S. Broadway, Ste. 600

Los Angeles, CA 90015

ENGINEERING



----- Forwarded message -----

From: **Smith, Wade** <SmithW2@amtrak.com>

Date: Mon, May 15, 2017 at 3:26 PM

Subject: Sixth Street PARC Project

To: "jan.green.rebstock@lacity.org" <jan.green.rebstock@lacity.org>

To whom it may concern:

As you know Amtrak and other railroads have active operations in this vicinity. Encroachment for recreational uses in the proximity to live rail operations does pose a concern for public safety and security. Protective measures should be considered to minimize the potential for future trespasser fatalities in the area.

In addition active rail operations including existing and future high speed rail activities including operation and maintenance activities can produce lights, noise, and diesel engine exhaust 24 hours a day/7 days a week. These issues should be addressed and zoning/planning for sufficient buffer area should be considered.

Thank you,

Wade W. Smith

810 N. Alameda Street, Los Angeles, CA 90012

Office [213.683.6721](tel:213.683.6721) Email Smithw2@amtrak.com

DEPARTMENT OF TRANSPORTATION

DISTRICT 7

100 S. MAIN STREET, MS 16

LOS ANGELES, CA 90012

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May 10, 2017

Dr. Jan Green Rebstock
City of Los Angeles Bureau of Engineering
1149 S. Broadway, 6th Floor, MS 939
Los Angeles, CA 90015-2213

RE: Six Street Park, Arts, River & Connectivity
Improvement (PARC) Project
Vic. LA-101/ PMS0.202, LA-05/PM17.01,
LA-10/PM 18.3
SCH # 2017041045
GTS # LA-2017-00848AL-NOP

Dear Dr. Rebstock:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project includes the creation of public recreational space on approximately 12 acres in area underneath and adjacent to the Sixth Street Viaduct in the City of Los Angeles. The proposed project will span from the Downtown LA Arts District over the Los Angeles River to Boyle Heights.

Senate Bill 743 (2013) mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. However, the City may use the Level of Service (LOS) methodology until The Governor's Office of Planning and Research (OPR) complete its CEQA Guideline to implement SB743 (https://www.opr.ca.gov/s_sb743.php).

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing.

As a reminder, the First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures is expired in December 2016. Currently the freeway

condition is operating near or at capacity in the project vicinity. This project boundary includes the State facilities on US-101, I-05, and I-10. Please confirm the identified study locations for the State facilities with Caltrans prior to preparing the Environmental Impact Report (EIR). The City should refer the project's traffic consultant to Caltrans' traffic study guide Website:

http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

When preparing the traffic study, please include the following elements:

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to freeway segments of I-110, I-10, I-05, and US-101 within 3 miles radius of the project location (The calculated LOS should be validated using PEMS data with verifiable reference), and on/off ramp accesses with peak hour LOS within 1 mile radius of the project including but not limit to the followings:
 - US-101 SB off-ramp to E 7th St.
 - US-101 NB on-ramp from E 6th St./Whittier Blvd.
 - US-101 NB/SB off-ramp to E 4th St.
 - I-05 NB/EB off-ramps to E 4th St.
 - I-10 EB off-ramps to Porter St.
 - I-10 WB off-ramps to E 8th St.
 - I-10 WB off-ramp to S Boyle Ave.

Caltrans is concerned that additional traffic exiting the freeway may potentially back into the mainline through lanes if the queue exceeds the storage capacity on the off ramps. A queuing analysis should be performed using HCM methodology. The capacity of the off-ramp should be calculated by the actual length of the off-ramp between the terminuses to the gore point with some safety factor (i.e. 85% of total queue length, etc.). The existing queue length should be calculated from the traffic counts, actual signal timing and the actual percent of truck assignments with an adequate passenger car equivalent factor. The analyzed result may need to be calibrated with actual signal timing when necessary.

2. Analysis of ADT, AM and PM peak-hour volumes for both the existing and future conditions in the affected area. Future conditions should include build-out of all projects and any plan-horizon years.
3. Analysis should include existing traffic, traffic generated by the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments.
4. A discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. Any mitigation involving transit or Transportation Demand Management (TDM) should be justified and the results conservatively estimated.

Dr. Jan Green Rebstock

May 10, 2017

Page 3 of 3

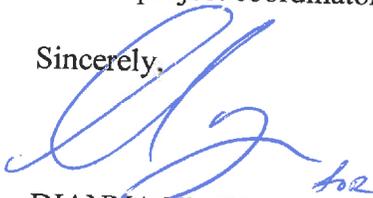
5. Fair share contributions toward pre-established or future improvements on the State Highway System is considered to be an acceptable form of mitigation. Please use the following ratio when estimating project equitable share responsibility: additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guide).

Please note that for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes, which include build-out of all approved projects, project that have not yet been approved, and other sources of growth.

Caltrans staff is available to consult with the City and traffic consultant. We look forward to reviewing the traffic study and expect to receive a copy from the State Clearinghouse when the DEIR is completed. If you would like to expedite the review process or receive early feedback from the Caltrans please send a copy of the DEIR directly to our office.

If you have any questions or would like to schedule a meeting, please feel free to contact Mr. Alan Lin the project coordinator at (213) 897-8391 and refer to GTS # LA-2017-00848-AL.

Sincerely,

A handwritten signature in blue ink, appearing to read "DWatson", is written over the word "Sincerely,".

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse



May 22, 2017

Dr. Jan Green Rebstock
Department of Public Works
Bureau of Engineering, EMG
1149 S. Broadway, Suite 600
Mail Stop 939
Los Angeles, CA 90015

Re: *Sixth Street PARC*

Dear Dr. Rebstock,

Established in 1924, the Central City Association of Los Angeles (CCA) is Los Angeles's premier advocacy organization, with 400 members employing over 350,000 people in the Los Angeles region. As the voice for Downtown as the region's center for growth, we support projects that add community benefit and green space.

To that end, CCA supports the new Sixth Street PARC designs. While we do not prefer one design over the other, we believe all of them will add tremendous benefit to the surrounding community and Los Angeles at large.

The one issue we would like to bring forth is the ability for the designs to integrate a potential 6th Street Metro Station. The surrounding area is growing rapidly, and transit will be necessary to accommodate the eminent increased traffic. Please consider incorporating into the park design a potential Metro Station that will serve the community and bring in more park visitors.

We appreciate your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "J Lall", is positioned above the typed name and title.

Jessica Lall
President & CEO

cc: Councilmember José Huizar, 14th District, City of Los Angeles



Matthew Rodriguez
Secretary for
Environmental Protection



Department of Toxic Substances Control

Barbara A. Lee, Director
9211 Oakdale Avenue
Chatsworth, California 91311



Edmund G. Brown Jr.
Governor

May 22, 2017

Via E-mail

Dr. Jan Green Rebstock,
Environmental Supervisor II
Department of Public Works
Bureau of Engineering, EMG
1149 S. Broadway, Suite 600, Mail Stop 939
Los Angeles, California 90015

SIXTH STREET VIADUCT PARK, ARTS, RIVER & CONNECTIVITY (PARC) IMPROVEMENTS PROJECT (PROJECT)

Dear Dr. Rebstock:

The California Environmental Protection Agency, Department of Toxic Substances Control (DTSC), has reviewed the Project's Notice of Preparation (NOP)/Initial Study (IS). The NOP/IS states that the information obtained will be used to prepare a Draft Environmental Impact Report (EIR) for the Project. Based on the information provided, DTSC has the following comments:

1. The IS states that the Project area is located within a fully developed, mixed-use urban setting. Based on the uses described in the IS, the draft EIR needs to identify and determine whether historic uses within the Project area involved use of hazardous materials or substances, which may have resulted in any releases to the soil and/or groundwater underneath the Project area.
2. The EIR needs to identify any known or potentially contaminated sites within the Project area. For all identified sites, the EIR needs to evaluate whether conditions within the Project area pose a threat to human health and the environment.
3. The EIR should identify the mechanism to initiate any investigation and/or remediation for any area that may require remediation, and which government agency will provide appropriate regulatory oversight.
4. All environmental investigation and/or remediation should be conducted under a work plan which is approved by a regulatory agency that has jurisdiction to oversee hazardous waste cleanups. Proper investigation, and if necessary, remedial action, should be conducted prior to Project implementation.

5. If during the implementation of the Project, contaminated soil is encountered, construction in the area should stop, and appropriate health and safety procedures should be implemented. Protocols to manage unanticipated contaminated soil should be described in the EIR. If it is determined that contaminated soil exists, the EIR should identify how any required investigation and/or remediation will be conducted, and which governmental agency will provide oversight.
6. DTSC has two sites (below) located within the Project area. The EIR should describe how these sites will be addressed.

MTA/Butterfield (Envirostor ID: 19281223) located at 590 South Sante Fe Avenue is a 2.7 acre property that was used to manufacture paint and lacquer and was also a printing manufacturing facility. Soil and groundwater are contaminated with volatile organic compounds. This project is located within the Project boundaries. The EIR should identify how it would manage the hazards posed by the former Butterfield facility.

AT Mateo Site (Envirostor ID: 60002188) located at 555 Mateo Street has been utilized by various businesses since the 1900's. The site has undergone remediation under DTSC oversight and is currently certified for unrestricted land use. However, as with any real property, if previously unidentified contamination is discovered at this site, additional assessment, investigation and or cleanup may be required. The EIR should identify how it would manage the potential hazards at the Site should contamination be encountered.

7. DTSC has identified several hazardous waste generators in our Hazardous Waste Tracking System located within the Project area. These facilities have manifested various hazardous wastes that may have resulted in hazardous materials or substances released to the soil and/or groundwater. These potential sites need to be investigated and remediated, as necessary.

Under DTSC's Voluntary Cleanup Program (VCP) and utilizing California regulations, DTSC provides oversight for environmental investigations and cleanup of contaminated properties. For additional information on the VCP, please visit DTSC's website at: www.dtsc.ca.gov. If you would like to meet and discuss this matter further, please contact me at (818) 717-6539.

Sincerely,



for

Juli Propes
Unit Chief
Brownfields & Environmental Restoration Program
Chatsworth Office

May 18, 2017

Dr. Jan Green Rebstock
Los Angeles Bureau of Engineering
1149 S Broadway, Suite 600
Los Angeles, CA 90015

RE: Sixth Street Sixth Street Park, Arts, River & Connectivity Improvement (PARC) Project Notice Of Preparation (NOP) and Initial Study

Dr. Jan Green Rebstock,

Founded in 1986, Friends of the Los Angeles River (FoLAR) is a 501(c)(3) nonprofit whose mission is to ensure a publicly accessible and ecologically sustainable Los Angeles River by inspiring River stewardship through community engagement, education, advocacy, and thought leadership. We are very pleased that the City has chosen to move the PARC project forward now.

As one of the largest open space projects the City of Los Angeles has created in recent years, we believe strongly that the PARC project is a critical opportunity to reconnect Angelenos to a once inaccessible, and in the future, restored and revitalized Los Angeles River. The PARC project also represents great potential benefits to quality of life and public health for surrounding communities through recreation and open space amenities and connection to multimodal active transportation such as a future in-channel bike path.

In support of these project objectives, and the emerging public interest in a restored LA River, we encourage that you include in the PARC Draft EIR the project's impact on the LA River as an ecologically unique and publicly accessible natural and cultural resource. Existing River revitalization/restoration plans outline the creation of amenities for Aesthetics, Biological Resources, Cultural Resources, Hydrology and Water Quality, Landuse Planning, Recreation, and Transportation & Traffic both within and adjacent to the LA River. However, while we recognize the Initial Study does state that the project will include elements of the LA River Revitalization Master Plan, it is important that the DEIR evaluate the project's potential effect on and consistency with these river plans.

Further, FoLAR would like to stress the inclusion of the terraced banks and public access tunnel of the PARC project to the LA River. Safe pedestrian and bicycle access to the LA River is listed as a primary objective of the PARC project, and the levee terracing and public access

tunnel remain some of the most important elements in enabling PARC project compatibility with future River revitalization efforts. While connectivity to the Metro bike and pedestrian trail to be constructed in the river channel is mentioned briefly in the Initial Study, the public access and safety elements of this in connection with the PARC project should be carefully considered in the DEIR.

We thank you for the opportunity to comment, and look forward to reviewing the DEIR .

Sincerest regards,



Marissa Christiansen
Executive Director
Friends of the Los Angeles River

LATHAM & WATKINS LLP

May 8, 2017

VIA EMAIL

Dr. Jan Green Rebstock
Department of Public Works
Bureau of Engineering, EMG
1149 S. Broadway, Suite 600, Mail Stop 939
Los Angeles, CA 90015
Email: Jan.Green.Rebstock@lacity.org

Re: Sixth Street PARC Project; Interested Parties List

Dear Ms. Rebstock:

Please add myself, Lauren Glaser, Beth Gordie, and Cindy Starrett to the interested parties list for the City's Sixth Street PARC Project to receive the Draft EIR, all public meeting and hearing notices, as well as any other public notices for the project. Our contact information is below:

Mailing Address: Latham & Watkins LLP
355 S. Grand Avenue, Suite 100
Los Angeles, CA 90071

Email Addresses: danny.aleshire@lw.com;
lauren.glaser@lw.com;
beth.gordie@lw.com; and
cindy.starrett@lw.com

Sincerely,



Danny Aleshire
of LATHAM & WATKINS LLP

355 South Grand Avenue, Suite 100
Los Angeles, California 90071-1560
Tel: +1.213.485.1234 Fax: +1.213.891.8763
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Amanda Griesbach <amanda.griesbach@lacity.org>

Fwd: Sixth Street PARC Project - Comments on NOP/IS - Homeless

2 messages

Jan Green Rebstock <jan.green.rebstock@lacity.org>

Mon, May 22, 2017 at 2:01 PM

To: Gary Lam <gary.lam@lacity.org>, Natalie Moore <natalie.moore@lacity.org>

Cc: Amanda Griesbach <amanda.griesbach@lacity.org>, Richard Galvin <richard@gpaconsulting-us.com>, Erinn Silva <erinn@gpaconsulting-us.com>, Bryan Eck <Bryan.Eck@lacity.org>, Deborah Weintraub <deborah.weintraub@lacity.org>, Julie Allen <julie.allen@lacity.org>, Hilary Norton <hnorton@tpgre.com>, Mary Nemick <mary.nemick@lacity.org>

FYI - We can discuss at the next project meeting. Does the City have a homeless policy lead that we can reach out to for an update on City/County homeless policy efforts?

Thanks,

Jan

Dr. Jan Green Rebstock

Environmental Management Group, Environmental Supervisor II

Bureau of Engineering, Department of Public Works

213.485.5761

jan.green.rebstock@lacity.org

1149 S. Broadway, Ste. 600

Los Angeles, CA 90015



—— Forwarded message ——

From: **Lori Atwater** <loriatwater@gmail.com>

Date: Sun, May 21, 2017 at 11:29 PM

Subject: Sixth Street PARC Project - Comments on NOP/IS

To: Jan.Green.Rebstock@lacity.org

Cc: Sixth Street PARC <outreach@sixthstreetviaduct.org>

Dr. Jan Green Rebstock, Environmental Supervisor II

Department of Public Works

Bureau of Engineering, EMG

1149 S. Broadway, Suite 600, Mail Stop 939

Los Angeles, CA 90015

Jan,

As I mentioned in my public comments during the Scoping Meeting on May 3rd, the City of Los Angeles has a homeless crisis that major capital and infrastructure projects in the City of Los Angeles should not ignore. The Sixth Street PARC Project creates an impact on that population that is not benign. The project siting, development and construction proposed is a disruptive process that either inflames already serious population, housing and public service issues OR it mitigates them. As a citizen of Los Angeles and resident of Aliso Villa adjacent to the project area, I am concerned that the City development and review process is moving forward as if this crisis did not exist.

I admit that common sense if not a factor incorporated into California Environmental Quality Act (CEQA) guidelines which constrain the IS/EIR project study process. The City could argue that constructing a replacement bridge with a park under it in the midst of a homeless crisis does not require mitigation measures. However, I would reply that the homeless demographic within the project study area and adjacent populations must be identified as "existing populations" in the Population and Housing Sections of the Initial Study and incorporated for potential impact mitigation measures in the Environmental Impact Study. I would go on to add that the recommendations from Los Angeles City and Los Angeles County homeless reports are "related projects" which need to be incorporated in the project IS/EIR. More directly, the resulting EIR conditions of approval enable the release of funding that helps our community solve the problem.

If the City of Los Angeles allowed people to live under the Sixth Street Bridge or in adjacent areas identified by the Homeless Count, when they are displaced by demolition of the bridge and construction of the new bridge, doesn't it follow that they have first right to return to encampment in the park under the replacement bridge? If the EIR ignores that population and does not establish **pre-construction conditions** to house (or at least transition) the homeless population identified in the Homeless Count, I don't have to be a prophet to state "the Sixth Street PARC will attract scores of homeless for much-needed refuge they are seeking".

Key point to address - the Arts District side of the proposed Sixth Street PARC project is less than a 10 minute walk from the most populous, unsheltered homeless population in the United States of America. How can the City of Los Angeles build a bridge with a park under it without specifically identifying mitigation measures and conditions of approval that address homelessness impacts?

Call to action - "Wisdom cries aloud in the street" The project community should reject any Environmental Impact Report that ignores or provides no project-area specific mitigation measures related to the homeless population in or adjacent to the project study area.

Question: How will the City of Los Angeles, as developer, ensure that this park does not become MacArthur Park with a bridge over it?

Recommendations

1. The public record of the Homeless Count with subsequent findings/recommendations in the reports on this issue should be included in the research conducted by the IS/EIR consultant under Population, Housing, and Public Service sections of the Sixth Street PARC project EIR.
2. A task force on homelessness mitigation should be formed specifically for the Sixth Street PARC project. This team should review the criteria for funding sections of Proposition 51 (State of California), Measure H (LA County tax), Measure HHH (LA City) and related legislation to identify funding which should be available for the project to address homelessness impacts in the project area. The City of Los Angeles is the developer of Sixth Street PARC and is responsible to fund assistance related to the project but more funding may be available. The City of Los Angeles would provide subject matter expert staff or consulting support to the community task force. Specifically SMEs related to LA homelessness challenges and mitigation.
3. United Way of Greater Los Angeles is a lead agency in the administration of funding under the banner "Home for Good". The City development team needs to address and communicate to the Sixth Street PARC community how "Home for Good" will serve the project area as part of homelessness mitigation. <http://homeforgoodla.org/>
4. All Capital Improvement Projects, Housing Developments, and Infrastructure Projects reviewed by the City of Los Angeles for planning or approval must incorporate the findings of the homeless counts and incorporate recommendations from legislation passed by the citizens of Los Angeles City, Los Angeles County and the State of California. The project developers must utilize the funding set aside to implement the project-specific homeless mitigation measures along with the project-specific allocation.

If you do what you've always done, you will get what you've always got. Omitting key elements from the Sixth Street PARC project study results in those elements being left to evolve unconstrained.

I appeal to the City of Los Angeles to utilize this development as a case study on using the funding that your citizens voted for. The time to act is now. The Sixth Street PARC project is actually the ideal capital improvement and infrastructure project to address this adjacent, critical needs population.

I look forward to enjoying the Sixth Street PARC with my children, grandchildren and great-grandchildren.

Respectfully submitted,

Lori Atwater
 Builder
 Grandmother
 US Citizen and LA City homeowner at
 135 South Clarence Street
 Los Angeles, CA 90033

2017-05-10 10:04 GMT-07:00 Sixth Street PARC <outreach@sixthstreetviaduct.org>:

Dear Lori,

Thank you to everyone who has participated in our ongoing community engagement process to create the Sixth Street PARC, a new 12-acre park underneath the Sixth Street Viaduct.



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

May 22, 2017

Dr. Jan Green Rebstock
City of Los Angeles, Public Works, Bureau of Engineering
1149 South Broadway, 6th Floor, Mail Stop 939
Los Angeles, CA 90015-2213

RE: Sixth Street PARC – Notice of Preparation of a Draft Environmental Impact Report

Dear Ms. Rebstock,

Thank you for the opportunity to comment on the proposed Sixth Street PARC (PARC or Project). This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) regarding issues and opportunities in relation to our facilities and services that may be a result of the proposed Project.

Metro is committed to working with stakeholders across the County to support the development of transit oriented communities (TOCs). TOCs are built by considering transit within a broader community and creating vibrant, compact, walkable, and bikeable places centered around transit stations and hubs with the goal of encouraging the use of transit and other alternatives to driving. Metro looks forward to collaborating with local municipalities, developers, and other stakeholders in their land use planning and development efforts, and to find partnerships that support TOCs across Los Angeles County.

Metro supports the City of Los Angeles' efforts to create vibrant and multi-beneficial amenities that improve stakeholder connections to parks, transit, and active transportation. Metro looks forward to continuing to work collaboratively with the City of Los Angeles to ensure that the Project will be designed, engineered, and constructed with sensitivity to the critical transportation infrastructure in the surrounding area.

Project Description

The Sixth Street PARC includes the creation of public recreational space on approximately 12 acres in areas underneath and adjacent to the Sixth Street Viaduct in the City of Los Angeles. The proposed Project generally includes components noted in the Los Angeles River Revitalization Master Plan. Improvements may include the following: landscaping/planting; irrigation; open spaces; public art; tunnel rehabilitation; a performance area; public gathering/assembly areas; synthetic soccer field(s) and field lighting; basketball or other sports court(s); some perimeter and some field fencing; bicycle path connections; parking spaces; roadway lighting; pedestrian and bicycle path lighting; skateboard park; storm water improvements; utility connections (electrical and plumbing); office/concession/community building(s); dog park and related amenities; playground; safety bollards; equipment and maintenance storage unit; drinking fountains; signage; soccer warm-up and stretching zones; stationary exercise equipment; typical park site furnishings (i.e. benches, tables, bike racks,

kiosks, etc.); restrooms; and retaining walls. Terracing may occur on the River channel bank adjacent to the proposed Arts Plaza and/or on the opposite River bank.

Metro Comments

LA River and Arts District Planning Efforts

Metro is engaged in the planning and implementation of a wide range of significant transportation investments in and around the Division 20 rail maintenance yard and along the Los Angeles River, stretching between Union Station and the Arts District. Given the on-going local and regional planning efforts in this area, Metro has appreciated the opportunity to be included in and contribute to the conversation regarding efforts to revitalize the area, all the while ensuring proposed projects build upon the rail infrastructure and operations necessary to accommodate the transportation investments that are actively under development:

1. Red/Purple Line Core Capacity Improvements: In order to accommodate increased service levels on the Red/Purple Lines, Metro is moving forward with several critical infrastructure projects: a widening of the heavy rail tunnel south of the US-101 freeway, a new turnback facility in the Division 20 yard, and a new Maintenance of Way/Non-Revenue Vehicle (MOW/NRV) facility planned for the northeast corner of 6th Street and Santa Fe Avenue. Given the limited Metro-owned right-of-way in and around Division 20 and the new MOW/NRV facility, the spatial demands associated with additional rail car storage, and increasingly limited test track availability for the Red/Purple Lines, Metro is currently preparing an integrated space plan for the area.

Per Metro Board direction, as part of the integrated space plan, staff is also exploring opportunities for extending rail service to the Arts District and a new station in the vicinity of 6th Street. Given the ongoing planning efforts in the area and uncertainty with regards to approval, design, funding, and construction of a 6th Street station, it is imperative that Metro coordinate closely with the City as the design of the Project develops. All aforementioned improvements, and particularly a possible 6th Street station, will likely expand Metro's existing footprint to the west of existing right-of-way (ROW), where the PARC is planned. Preserving adequate land between the Project's West Park section and the existing Metro-owned ROW is key to not precluding a future Metro heavy rail station that could serve the area and PARC users.

2. High Speed Rail Alignment: Metro is cooperating with the California High Speed Rail Authority as they explore alignments and facilities for the California High Speed Rail project. This project also has the potential to expand the rail's existing ROW footprint in the area.
3. West Santa Ana Branch Transit Corridor Potential Alignment: Metro is evaluating a potential new transit system connecting southeast Los Angeles County to downtown Los Angeles via the abandoned Pacific Electric Right-of-Way/West Santa Ana Branch Corridor (PEROW/WSAB), and a combination of local streets and private and Metro-owned rail Right-of-Way. Several alternatives being explored travel along Santa Fe Avenue. Such alignment has the potential to have significant aesthetic, functional, and structural impacts on the proposed Project. As such, Metro strongly recommends that further Project design and preliminary construction plans be closely coordinated with Metro's WSAB team. For reference, we'd like to direct City staff to the WSAB Transit Corridor Project webpage, which houses the 2013 Alternatives Analysis Report authored by the Southern California Association of Governments (SCAG) as well as Metro's 2015 Technical Refinement Study and the 2017 Northern Alignment Options Screening Report: www.metro.net/wsab. Please contact Fanny Pan, Senior Director of Subregional Planning, with additional questions at 213-922-3070 or PanF@metro.net.

4. Los Angeles River Connections: Metro is engaged in the planning and implementation of closing the gap in the Los Angeles River Bike Path near Downtown Los Angeles, including an area adjacent to the proposed Project. The Metro Los Angeles River Bike Path Gap Closure Project runs from Riverside Drive in Elysian Valley to Atlantic Avenue in Vernon and may include a path running along the top of bank or, in some places, within the River channel. The Gap Closure Project is funded under Measure M and is scheduled to begin construction as early as 2023. Metro completed a Feasibility Study for this project in 2016 and plans to award contracts to begin the Gap Closure Project Approval/Environmental Documentation phase in 2017. This phase will include an Alternatives Analysis, which will define the alignment of the path both through the proposed Project's area and the larger, 8-mile Gap Closure project area.

The City should consider the following points as it designs features to connect to the Los Angeles River Bike Path Gap Closure Project: i) the Los Angeles River Bike Path Gap Closure Project may include connections to the bridge crossings, including the Sixth Street Viaduct above the Project; ii) the Los Angeles River Bike Path Gap Closure Project may include a path alignment at the top of bank, on aerial structures, or within the channel in the Project area; iii) the path may be partially or wholly located within ROW owned by Metro, the Los Angeles County Flood Control District, or the City of Los Angeles in the Project area.

Metro strongly recommends that the City continue to collaborate with the LA River Bike Path Gap Closure Project team on any further design or development of preliminary construction plans for the Project. Please contact Julia Salinas, Transportation Planning Manager in Active Transportation with additional questions at 213-922-7413 or SalinasJu@metro.net.

Existing Rail Operations

It is noted that the western section of the PARC abuts the west bank of the Los Angeles River, is adjacent to and partially beneath an active and highly utilized regional railroad corridor, and proposes work on the existing tunnel gateway connecting the Project to the Los Angeles River. From west to east, the railroad corridor includes: two (2) Metro-owned tail tracks used in the operation, storage, and maintenance of the Metro Red/Purple Lines; one (1) lead Amtrak track connecting trains to a maintenance yard; four (4) BNSF tracks with active freight operations; and an additional two (2) Metro-owned tracks with active Metrolink and Amtrak regional rail operations as well as BNSF freight trains along the west bank of the Los Angeles River ("Main Line"). The eastern section of the PARC also proposes work on the east bank of the Los Angeles River and is adjacent to a second active railroad corridor. From west to east, the east bank railroad corridor includes: two (2) Metro-owned tracks used in operation of Metrolink and Amtrak regional rail, and seven (7) Union Pacific (UP) tracks used in operation, storage, and maintenance of oil car trains.

The Southern California Regional Rail Authority (SCRRA), a joint powers authority, operates the Metrolink commuter rail service and dispatches all trains (Amtrak, Metrolink and freight) on all railroad tracks along both banks of the Los Angeles River, with the exception of trains using the Metro-owned tail tracks on the west bank. As the Project proposes work adjacent to the railroad corridor on both river banks and under the railroad corridor on the western bank, Metro recommends the City also consult with Amtrak, BNSF, Union Pacific, as well as SCRRA for adherence to their standards and encroachment procedures. SCRRA standards and encroachment procedures can be found on their website at www.metrolinktrains.com.

Metro welcomes the opportunity to continue to collaborate closely with the City throughout the design refinement process to ensure structural, operational, and urban design compatibility with Metro

structures, facilities, and services. The City should consider the following as it explores the feasibility of connecting to or building near/under the active rail ROW:

1. Trains may operate in and out of revenue service 24 hours a day, 7 days a week in the rail ROW adjacent to the proposed Project. Design and construction of any Project elements should avoid direct impacts to the existing and future planned tracks and minimize impacts to on-going rail operations by Metro, SCRRRA, Amtrak, BNSF, and UP. The total cost of any impact to operations will be the responsibility of the Project sponsor and not be borne by Metro or SCRRRA. Access to Metro ROW before, during or after construction will require a right-of-entry permit from Metro and SCRRRA.
2. Considering the proximity of the proposed Project to the railroad ROW, the Metro, Metrolink, Amtrak, BNSF, and UP trains will produce air quality, noise, vibration, and visual impacts. The City should consider the proximity to the active ROW as the Project design evolves, including design, construction, and maintenance of temporary and permanent protective fencing. Any air quality, noise and vibration mitigation required for the Project must be borne by the City and not Metro.
3. Trees shall maintain a minimum distance of ten (10) feet from the railroad ROW and branches shall not encroach onto Metro property.
4. The City will be required to submit detailed plans, specifications, calculations and construction work plans for Metro and SCRRRA review and approval, inclusive of any work proposed for the existing tunnel gateway on the western bank of the LA River or terracing on either River bank. Please refer to the attached Metro “Design Criteria and Standards, Volume III - Adjacent Construction Design Manual” for more details regarding submitting drawings and calculations to Metro for review. Please also note that Metro and SCRRRA require an Engineering Review Fee for evaluation of any impacts based on adjacency and relationship of the proposed Project to the Metro existing structures. For more information, please contact Aspet Davidian at 213-922-5258 or DavidianA@metro.net.
5. The City should notify Metro of any changes to the construction plans that may impact the use of the ROW. Construction and/or excavation work on Metro ROW with potential to damage Metro structures may be subject to additional OSHA safety requirements.
6. There shall be no encroachment onto the Metro-owned railroad ROW. If access is necessary for the City or its contractor to enter the ROW during construction, a temporary right-of entry agreement must be obtained from Metro. Contact John Potts, Deputy Executive Officer of Real Estate, at 213-922-2435 for right-of-entry permits. All construction and maintenance activities within, under or immediately adjacent to Metro infrastructure, including the proposed terracing on the river bank, is subject to Metro Track Allocation and Rail Safety requirements.
7. As necessary, during construction, a protection barrier of acceptable material shall be constructed to prevent objects, material, or debris from falling onto the Metro ROW.
8. Metro staff shall be permitted to monitor construction activity to ascertain any impact to the ROW. The City should be advised that Metro may request reimbursement for costs incurred as a result of Project construction monitoring, as well as Project construction and operation issues that cause delay or harm to Metro service delivery or infrastructure.

Sixth Street PARC
NOP DEIR – Metro Comments
May 22, 2017

Bus Operations

Metro Local bus line 18 and Metro Rapid bus line 720 previously operated along 6th Street; these lines are on long-term detour and currently operate along 7th Street due to the demolition and replacement of the Sixth Street Viaduct. The detour on these lines has been in place for the past year and is anticipated to remain for the duration of construction. When the new Sixth Street Viaduct is built, lines 18 and 720 will resume their regular routes along 6th Street. Line 18 will once again stop at the intersection of 6th Street and Mateo Street.

Metro appreciates the City's ambitious plans for the PARC and the interest in providing a public amenity that engages the Los Angeles River. We look forward to continued coordination as your plans and our own advance. If you have any questions regarding this response or would like to schedule a meeting to discuss, please contact Eddi Zepeda at 213-922-3084 or by email at ZepedaEd@metro.net. Metro looks forward to reviewing the Draft EIR. Please send it to the following address:

**Metro Development Review
One Gateway Plaza MS 99-23-4
Los Angeles, CA 90012-2952**

Sincerely,



Therese W. McMillan
Chief Planning Officer

Attachments: Adjacent Construction Design Manual

ADJACENT CONSTRUCTION DESIGN MANUAL

1.0 INTRODUCTION

- 1.1 Parties planning construction over, under or adjacent to a Metropolitan Transportation Authority (MTA) facility or structure are advised to submit for review seven (7) copies of their drawings and four (4) copies of their calculations showing the relationship between their project and the MTA facilities, for MTA review. The purpose of the MTA review is to reduce the chance of conflict, damage, and unnecessary remedial measures for both MTA and the parties. Parties are defined as developers, agencies, municipalities, property owners or similar organizations proposing to perform or sponsor construction work near MTA facilities.
- 1.2 Sufficient drawings and details shall be submitted at each level of completion such as Preliminary, In-Progress, Pre-final and Final, etc. to facilitate the review of the effects that the proposed project may or may not have on the MTA facilities. An MTA review requires internal circulation of the construction drawings to concerned departments (usually includes Construction, Operations, Maintenance, and Real Estate). Parties shall be responsible for all costs related to drawing reviews by MTA. MTA costs shall be based upon the actual hours taken for review at the hourly rate of pay plus overhead charges. Drawings normally required for review are:
- A. Site Plan
 - B. Drainage Area Maps and Drainage Calculations
 - C. Architectural drawings
 - D. Structural drawings and calculations
 - E. Civil Drawings
 - F. Utility Drawings
 - G. Sections showing Foundations and MTA Structures
 - H. Column Load Tables
 - I. Pertinent Drawings and calculations detailing an impact on MTA facilities
 - J. A copy of the Geotechnical Report.
 - K. Construction zone traffic safety and detour plans: Provide and regulate positive traffic guidance and definition for vehicular and pedestrian traffic adjacent to the construction site to ensure traffic safety and reduce adverse traffic circulation impact.
 - L. Drawings and calculations should be sent to:

MTA Third Party Administration (Permits Administration)
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

- 1.3 If uncertainty exists on the possible impacts a project may have on the MTA facilities, and before submitting a formal letter requesting a review of a construction project adjacent to the Metro System, the party or his agent may contact the MTA Third Party Administrator (Permits). The Party shall review the complexity of the project, and receive an informal evaluation of the amount of detail required for the MTA review. In those cases, whereby it appears the project will present no risk to MTA, the Third Party Administrator (Permits) shall immediately route the design documents to Construction, Operations, Maintenance, and Real Estate departments for a preliminary evaluation. If it is then confirmed that MTA risk is not present, the Administrator shall process an approval letter to the party.
- 1.4 A period of 30 working days should be allowed for review of the drawings and calculations. Thirty (30) work days should be allowed for each successive review as required. It is noted that preliminary evaluations are usually produced within 5 working days.
- 1.5 The party shall reimburse the MTA for any technical review or support services costs incurred that are associated with his/her request for access to the Metro Rail System
- 1.6 The following items must be completed before starting any construction:
 - A. Each part of the project's design may be reviewed and approved by the MTA. The prime concern of the MTA is to determine the effect of the project on the MTA structure and its transit operations. A few of the other parts of a project to be considered are overhead protection, dust protection, dewatering, and temporary use of public space for construction activities.
 - B. Once the Party has received written acceptance of the design of a given project then the Party must notify MTA prior to the start of construction, in accordance with the terms of acceptance.
- 1.7 Qualified Seismic, Structural and Geotechnical Oversight

The design documents shall note the name of the responsible Structural Engineer and Geotechnical Engineer, licensed in the State of California.

2.0 REVIEW PROCEDURE

- 2.1 All portions of any proposed design that will have a direct impact on an MTA facility or structure will be reviewed to assure that the MTA facility or structure is not placed in risk at any time, and that the design meets all applicable codes and criteria. Any portion of the proposed design that is to form part of an MTA controlled area shall be designed to meet the MTA Design Criteria and Standards.
- 2.2 Permits, where required by the local jurisdiction, shall be the responsibility of the party. City of L.A. Dept. of Bldg. and Safety and the Bureau of Engineering permit review shall remain in effect. Party shall refer to MTA Third Party Administration policies and procedures, THD5 for additional information.
- 2.3 Monitoring of the temporary support of excavation structures for adjacent construction shall be required in all cases for excavations within the geotechnical zone of influence of MTA structures. The extent of the monitoring will vary from case to case.
- 2.4 Monitoring of the inside of MTA tunnels and structures shall be required when the adjacent

excavation will unload or load the MTA structure or tunnel. Monitoring of vertical and horizontal distortions will include use of extensometers, inclinometers, settlement reference points, tiltmeters, groundwater observation wells, tape extensometer anchor points and load cells, as appropriately required. Acceptable limits of movement will depend on groundwater conditions, soil types and also the length of service the stations and tunnels have gone through. Escorts will be required for the survey parties entering the Metro operating system in accordance with MTA Operating Rules and Procedures. An MTA account number will be established and the costs for the escort monitoring and surveying service will be billed directly to the party or his agent as in section 1.2.

- 2.5 The calculations submitted for review shall include the following:
- A. A concise statement of the problem and the purpose of the calculation.
 - B. Input data, applicable criteria, clearly stated assumptions and justifying rationale.
 - C. References to articles, manuals and source material shall be furnished with the calculations.
 - D. Reference to pertinent codes and standards.
 - E. Sufficient sketches or drawing references for the work to be easily understood by an independent reviewer. Diagrams indicating data (such as loads and dimensions) shall be included along with adequate sketches of all details not considered standard by MTA.
 - F. The source or derivation of all equations shall be shown where they are introduced into the calculations.
 - G. Numerical calculations shall clearly indicate type of measurement unit used.
 - H. Identify results and conclusions.
 - I. Calculations shall be neat, orderly, and legible.
- 2.6 When computer programs are used to perform calculations, the following information shall accompany the calculation, including the following:
- A. Program Name.
 - B. Program Abstract.
 - C. Program Purpose and Applications.
 - D. Complete descriptions of assumptions, capabilities and limitations.
 - E. Instructions for preparing problem data.
 - F. Instructions for problem execution.
 - G. List (and explanation) of program acronyms and error messages.
 - H. Description of deficiencies or uncorrected errors.
 - I. Description of output options and interpretations.

- J. Sample problem(s), illustrating all input and output options and hardware execution statements. Typically, these problems shall be verified problems.
 - K. Computer printout of all supporting calculations.
 - L. The "User's Manual" shall also include a certification section. The certification section shall describe the methods and how they cover the permitted options and uses of the program.
- 2.7 Drawings shall be drawn, to scale, showing the location and relationship of proposed adjacent construction to existing MTA structures at various stages of construction along the entire adjacent alignment. The stresses and deflections induced in the existing MTA structures should be provided.
- 2.8 The short-term and long-term effects of the new loading due to the adjacent construction on the MTA structures shall be provided. The soil parameters and other pertinent geotechnical criteria contained in existing contract documents for the affected structure, plus any additional conditions shall be used to analyze the existing MTA structures.
- 2.9 MTA structures shall be analyzed for differential pressure loadings transferred from the adjacent construction site.

3.0 MECHANICAL CRITERIA

- 3.1 Existing services to MTA facilities, including chilled water and condenser water piping, potable and fire water, storm and sanitary sewer, piping, are not to be used, interrupted nor disturbed without written approval of MTA.
- 3.2 Surface openings of ventilation shafts, emergency exits serving MTA underground facilities, and ventilation system openings of surface and elevated facilities are not to be blocked or restricted in any manner. Construction dust shall be prevented from entering MTA facilities.
- 3.3 Hot or foul air, fumes, smoke, steam, etc., from adjacent new or temporary facilities are not to be discharged within 40 feet of existing MTA ventilation system intake shafts, station entrances or portals. Tunnel ventilation shafts are both intake and discharge structures.
- 3.4 Clear access for the fire department to the MTA fire department connections shall be maintained at all times. Construction signs shall be provided to identify the location of MTA fire department connections. No interruption to fire protection water service will be permitted at any time.
- 3.5 Modifications to existing MTA mechanical systems and equipment, including ventilation shafts, required by new connections into the MTA System, shall only be permitted with prior review and approval by MTA. If changes are made to MTA property as built drawings shall be provided reflecting these changes.

At the option of MTA, the adjacent construction party shall be required to perform the field tests necessary to verify the adequacy of the modified system and the equipment performance. This verification shall be performed within an agreed time period jointly determined by MTA and the Party on a case by case basis. Where a modification is approved, the party shall be held responsible to maintain original operating capacity of the equipment and the system impacted by the modification.

4.0 OPERATIONAL REQUIREMENTS

4.1 GENERAL

- A. Normal construction practices must be augmented to insure adequate safety for the general public entering Metro Stations and riding on Metro Trains and Buses. Design of a building, structure, or facility shall take into account the special safety considerations required for the construction of the facility next to or around an operating transit system.
- B. Projects which require working over or adjacent to MTA station entrances shall develop their construction procedures and sequences of work to meet the following minimum requirements:
 - 1. Construction operations shall be planned, scheduled and carried out in a way that will afford the Metro patrons and the general public a clean, safe and orderly access and egress to the station entrance during revenue hours.
 - 2. Construction activities which involve swinging a crane and suspended loads over pedestrian areas, MTA station entrances and escalators, tracks or Metro bus passenger areas shall not be performed during revenue hours. Specific periods or hours shall be granted on a case-by-case basis.
 - 3. All cranes must be stored and secured facing away from energized tracks, when appropriate.
 - 4. All activity must be coordinated through the MTA Track Allocation process in advance of work activity.

4.2 OVERHEAD PROTECTION - Station Entrances

- A. Overhead protection from falling objects shall be provided over MTA facilities whenever there is possibility, due to the nature of a construction operation, that an object could fall in or around MTA station entrances, bus stops, elevators, or areas designed for public access to MTA facilities. Erection of the overhead protection for these areas shall be done during MTA non-revenue hours.
 - 1. The design live load for all overhead protection shall be 150 pounds per square foot minimum. The design wind load on the temporary structures shall be 20 pounds per square foot, on the windward and leeward sides of the structure.
 - 2. The overhead protection shall be constructed of fire rated materials. Materials and equipment shall not be stored on the completed shield. The roof of the shield shall be constructed and maintained watertight.
- B. Lighting in public areas and around affected MTA facilities shall be provided under the overhead protection to maintain a minimum level of twenty-five (25) footcandles at the escalator treads or at the walking surface. The temporary lighting shall be maintained by the Party.

- C. Wooden construction fencing shall be installed at the boundary of the areas with public access. The fencing shall be at least eight-feet high, and shall meet all applicable code requirements.
- D. An unrestricted public access path shall be provided at the upper landing of the entrance escalator-way in accordance with the following:
 - 1. A vertical clearance between the walking surface and the lowest projection of the shield shall be 8'-0".
 - 2. A clear pedestrian runoff area extending beyond the escalator newel shall be provided, the least dimension of which shall be twenty (20) feet.
 - 3. A fifteen (15) foot wide strip (other than the sidewalk) shall be maintained on the side of the escalator for circulation when the escalator is pointed away from a street corner.
 - 4. A clear path from any MTA emergency exit to the public street shall be maintained at all times.
- E. Temporary sidewalks or pedestrian ways, which will be in use more than 10 days, shall be constructed of four (4") inch thick Portland cement concrete or four(4") inches of asphaltic concrete placed and finished by a machine.

4.3 OVERHEAD PROTECTION - Operating Right-of-Way Trackage

- A. MTA Rail Operations Control Center shall be informed of any intent to work above, on, or under the MTA right-of-way. Crews shall be trained and special flagging operations shall be directed by MTA Rail Operations Control Center. The party shall provide competent persons to serve as Flaggers. These Flaggers shall be trained and certified by MTA Rail Operations prior to any work commencing. All costs incurred by MTA shall be paid by the party.
- B. A construction project that will require work over, under or adjacent to the at grade and aerial MTA right-of-way should be aware that the operation of machinery, construction of scaffolding or any operation hazardous to the operation of the MTA facility shall require that the work be done during non-revenue hours and authorized through the MTA Track Allocation process.
- C. MTA flagmen or inspectors from MTA Operations shall observe all augering, pile driving or other work that is judged to be hazardous. Costs associated with the flagman or inspector shall be borne by the Party.
- D. The party shall request access rights or track rights to perform work during non-revenue hours. The request shall be made through the MTA Track Allocation process.-

4.4 OTHER METRO FACILITIES

- A. Access and egress from the public streets to fan shafts, vent shafts and emergency exits must be maintained at all times. The shafts shall be protected from dust and debris. See

Exhibit A for details.

- B. Any excavation in the vicinity of MTA power lines feeding the Metro System shall be through hand excavation and only after authorization has been obtained through the MTA Track Allocation process. MTA Rail Operations Control Center shall be informed before any operations commences near the MTA power system.
- C. Flammable liquids shall not to be stored over or within 25 feet horizontally of MTA underground facilities. If installed within 25 to 100 feet horizontally of the structure, protective encasement of the tanks shall be required in accordance with NFPA STD 130. Existing underground tanks located within 100 feet horizontally of MTA facilities and scheduled to be abandoned are to be disposed of in accordance with Appendix C of NFPA STD 130. NFPA STD 130 shall also be applied to the construction of new fuel tanks.
- D. Isolation of MTA Facilities from Blast

Subsurface areas of new adjacent private buildings where the public has access or that cannot be guaranteed as a secure area, such as parking garages and commercial storage and warehousing, will be treated as areas of potential explosion. NFPA 130, Standard for Fixed Guideway Transit Systems, life safety separation criteria will be applied that assumes such spaces contain Class I flammable, or Class II or Class III Combustible liquids. For structural and other considerations, isolation for blast will be treated the same as seismic separation, and the more restrictive shall be applied.

- E. **Any proposed facility that is located within 20 feet radius of an existing Metro facility will require a blast and explosion study and recommendations to be conducted by a specialist who is specialized in the area of blast force attenuation. This study must assess the effect that an explosion in the proposed non-Metro facility will have on the adjacent Metro facility and provide recommendations to prevent any catastrophic damage to the existing Metro facility. Metro must approve the qualifications of the proposed specialist prior to commencement of any work on this specialized study.**

4.5 SAFETY REGULATIONS

- A. Comply with Cal/OSHA Compressed Air Safety Orders Title 8, Division 1, Chapter 4, Subchapter 3. Comply with California Code of Regulations Title 8, Title 29 Code of Federal Regulations; and/or the Construction Safety and Health Manual (Part F) of the contract whichever is most stringent in regulating the safety conditions to be maintained in the work environment as determined by the Authority. The Party recognizes that government promulgated safety regulations are minimum standards and that additional safeguards may be required
- B. Comply with the requirements of Chemical Hazards Safety and Health Plan, (per 29 CFR 1910.120 entitled, (Hazardous Waste Operations and Emergency Response) with respect to the handling of hazardous or contaminated wastes and mandated specialty raining and health screening.
- C. Party and contractor personnel while within the operating MTA right-of-way shall

coordinate all safety rules and procedures with MTA Rail Operations Control Center.-

- D. When support functions and electrical power outages are required, the approval MUST be obtained through the MTA Track Allocation procedure. Approval of the support functions and power outages must be obtained in writing prior to shutdown.

5.0 CORROSION

5.1 STRAY CURRENT PROTECTION

- A. Because stray currents may be present in the area of the project, the Party shall investigate the site for stray currents and provide the means for mitigation when warranted.
- B. Installers of facilities that will require a Cathodic Protection (CP) system must coordinate their CP proposals with MTA. Inquiries shall be routed to the Manager, Third Party Administration.
- C. The Party is responsible for damage caused by its contractors to MTA corrosion test facilities in public right-of-way.

End of Section



Jan Green Rebstock <jan.green.rebstock@lacity.org>

Sixth Street PARC Project'

Miguel Vargas <miguel@artsdistrictla.org>
To: Jan.Green.Rebstock@lacity.org

Wed, May 17, 2017 at 12:59 PM

Dear Dr. Jan Green Rebstock:

Please see my general comments for the Sixth Street Viaduct PARC, both below and attached:

Comments

1. There is a high probability that a Sixth Street Metro rail station will be built. Please incorporate the future Sixth Street Metro passenger rail station into the PARC design.
2. There are very many utility poles in and around the proposed PARC area. Does BOE intend to keep them there, relocate them? How will young children safety fly kites? Can the utility poles be undergrounded?
3. This park will likely be a visitor destination. Will there be a bike rental kiosk located at the PARC, so that visitors may ride up and down the LA River bike path?
4. Are there plans to generate revenue from the park through facility rentals? Those funds could go toward the maintenance of the park. Who will manage the park? Will the City manage the park or will the City contract with another organization to manage the park like Grand Park?
5. Will the LA River Revitalization Master Plan be incorporated into the PARC design? It should be.
6. Who will provide security to the PARC and Viaduct? Will individuals who do not have a home be allowed to use the bike path, PARC, staircase, and pedestrian path to sleep, and/or store their personal property (i.e. tents, couches, desks, tires, pallets, tarps, chairs, shopping charts, traffic cones, clothing)?
7. The PARC will also host various events, correct? Will you be building in mechanical and electrical equipment to allow for speaks, generators, and other equipment to be plugged in?

Miguel Vargas

Executive Director
Arts District Los Angeles B.I.D.



arts district
los angeles

DIRECT LINE [\(213\) 236-0907](tel:(213)236-0907)
24 HR HOTLINE [\(213\) 327-0979](tel:(213)327-0979)



PARC Scoping Comments.docx
95K



Jan Green Rebstock <jan.green.rebstock@lacity.org>

Sixth Street PARC Project

Mitra Khayyam <mk@shopmidnightrider.com>
To: Jan.Green.Rebstock@lacity.org

Wed, Apr 19, 2017 at 2:58 PM

As a resident of Boyle Heights I support the Sixth St. PARC project. I hope additionally the 7th St bridge gets repaved and the attention it needs to become a clear road way soon as well.

Mitra Khayyam
Licensing Manager + Creative Director
Midnight Rider Inc.
1286 W Sunset Blvd.
Los Angeles, CA 90026
p. [213-291-0695](tel:213-291-0695) f. [213-559-0740](tel:213-559-0740)
[@shopmidnightrider](https://www.instagram.com/shopmidnightrider) - Instagram

NATIVE AMERICAN HERITAGE COMMISSION

Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710



April 18, 2017

Dr. Jan Green Rebstock
City of Los Angeles Bureau of Engineering
1149 S. Broadway, 6th Floor, MS 939
Los Angeles, CA 90015-2213

Sent via e-mail: jan.green.rebstock@lacity.org

RE: SCH# 2017041045; Sixth Street Park, Arts, River & Connectivity Improvements (PARC) Project, Los Angeles County, California

Dear Dr. Rebstock:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for Draft Environmental Impact Report for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a **separate category of cultural resources**, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code § 21084.2). Please reference California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," <http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf>. Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends **lead agencies consult with all California Native American tribes** that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources In the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
- The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).
8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).
9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).
10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
- Avoidance and preservation of the resources in place, including, but not limited to:
 - Planning and construction to avoid the resources and protect the cultural and natural context.
 - Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - Protecting the cultural character and integrity of the resource.
 - Protecting the traditional use of the resource.
 - Protecting the confidentiality of the resource.
 - Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
 - Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
 - Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).
11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
 - The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

This process should be documented in the Cultural Resources section of your environmental document.

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have been already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL:

May 5, 2017

jan.green.rebstock@lacity.org

Dr. Jan Green Rebstock
City of Los Angeles – Public Works
Bureau of Engineering, Environmental Management Group
1149 South Broadway, 6th Floor
Mail Stop 939
Los Angeles, CA 90015-2213

Notice of Preparation of a Draft Environmental Impact Report for the Proposed Sixth Street Park, Arts, River, and Connectivity Improvements (PARC) Project

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD staff recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analyses. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website at: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). The SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

Adopted on March 3, 2017, the 2016 Air Quality Management Plan (2016 AQMP) is a regional blueprint for achieving air quality standards and healthful air in the South Coast Air Basin. Built upon the progress in implementing the 2007 and 2012 AQMPs, the 2016 AQMP provides a regional perspective on air quality including the challenge of achieving 45% additional NO_x reductions in 2023 and 55% in 2031 that are needed for ozone attainment. The 2016 AQMP is available on SCAQMD's website at: <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan>.

The SCAQMD staff recognizes that there are many factors Lead Agencies must consider when making local planning and land use decisions. To facilitate stronger collaboration between Lead Agencies and the SCAQMD to reduce community exposure to source-specific and cumulative air pollution impacts, the SCAQMD adopted the Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning in 2005. This Guidance Document provides suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. The SCAQMD staff recommends that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions. This Guidance Document is available on SCAQMD's website at: <http://www.aqmd.gov/home/library/documents-support-material/planning-guidance/guidance-document>. Additional guidance on siting incompatible land uses (such as placing homes near freeways or other polluting sources) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>. Guidance¹ on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the Lead Agency compare the emission results to the recommended regional significance thresholds found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

When specific development is reasonably foreseeable as result of the goals, policies, and guidelines in the proposed project, the Lead Agency should identify any potential adverse air quality impacts and sources of air pollution that could occur using its best efforts to find out and a good-faith effort at full disclosure in the Draft EIR. The degree of specificity will correspond to the degree of specificity involved in the underlying activity which is described in the Draft EIR (CEQA Guidelines Section 15146). When quantifying air quality emissions, emissions from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, for phased projects where there will be an overlap between construction and operation, the air quality impacts from the overlap should be combined and compared to the SCAQMD's regional operational thresholds to determine significance.

¹ In April 2017, ARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement ARB's *Air Quality and Land Use Handbook: A Community Health Perspective*. This Technical Advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. Available at: <https://www.arb.ca.gov/ch/landuse.htm>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment (“*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*”) can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the proposed project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the proposed project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD’s CEQA web pages available here: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>.
- SCAQMD’s Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- CAPCOA’s *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.

Alternatives

In the event that the proposed project generates significant adverse air quality and health risks impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a “no project” alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines §15126.6 (d), the Draft EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.

Permits

In the event that the proposed project requires a permit from SCAQMD, SCAQMD should be identified as a responsible agency for the proposed project. For more information on permits, please visit the SCAQMD webpage at: <http://www.aqmd.gov/home/permits>. Questions on permits can be directed to the SCAQMD’s Engineering and Permitting staff at (909) 396-3385.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD’s Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD’s webpage (<http://www.aqmd.gov>).

SCAQMD staff is available to work with the Lead Agency to ensure that project air quality and health risk impacts are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov or call me at (909) 396-3308.

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS

LAC170426-07

Control Number

May 15, 2017

VIA EMAIL ONLY: jan.green.rebstock@lacity.org

City of Los Angeles
Attn: Dr. Jan Green Rebstock
1149 S. Broadway, Suite 700
Los Angeles, California 90015-2213

Re: Comments to proposed Sixth Street Park, Arts, River and Connectivity Improvements (PARC) Project (the "Project")

Dear Dr. Green Rebstock:

Thank you for allowing Union Pacific Railroad Company ("UP") the opportunity to submit the following comments in response to the notice on the above-referenced Project. UP is a Delaware corporation that owns and operates a common carrier railroad network in the western half of the United States, including the State of California. Specifically, UP owns and operates rail main lines connecting San Francisco to Sacramento and points east and north, and to Los Angeles and points east and southeast. UP is the largest rail carrier in California in terms of both mileage and train operations. UP's rail network is vital to the economic health of California and the nation as a whole and its rail service to customers in the Los Angeles Area is crucial to the future success and growth of those customers.

The proposed Project location is adjacent to UP's River East Bank Subdivision. Any land planning decisions should consider that train volumes near the Project area may increase in the future. UP also asks that the City and the applicant keep in mind that this is a vital rail corridor and nearby land uses should be compatible with this continuing rail use.

Increased Traffic Impact

The safety of UP's employees, customers, adjoining land owners, and the communities we operate through is our top priority. Any increase in traffic from the Project may render inadequate the current safety devices in place on any nearby at-grade crossings.



City of Los Angeles
May 15, 2017

Additionally, an increase of pedestrian and vehicular traffic may conflict with train operations causing trains to proceed more slowly through the City, and/or make more frequent emergency stops, which would make rail service less effective and efficient. Should this Project be approved, UP requests that the Project developer and the City examine any increase in vehicular and pedestrian traffic and the impacts on any nearby at-grade road crossings to see if any additional mitigation measures should be included in the Project.

Trespassing

Any increase in pedestrian traffic will increase the likelihood of trespassing onto the railroad right-of-way. UP requests that the developer and the City examine the Project impacts associated with the increased likelihood of trespassing and set forth appropriate mitigation measures. The developer should install vandal resistant fencing at least 8 feet or taller (without impairing visibility), pavement markings and “no trespassing” signs designed to prevent individuals from trespassing onto the railroad tracks. All pedestrians and cyclists should be directed to use designated pedestrian rail crossings by utilizing appropriate signage and paths. Buffers and setbacks should also be required adjacent to the right-of-way.

Noise and Vibration Impact

UP’s 24-hour rail operations generate the noise and vibration one would expect from an active railway. Any increase in pedestrian and vehicular traffic may result in additional horn use by railroad employees. As a mitigation measure, the developer should disclose to the general public the daytime and nighttime noise levels naturally occurring with rail service, including sounding horns at vehicle crossings where required, as well as the pre-existing and predictably-occurring vibration. These disclosures should note that train volume may increase in the future. The Project’s development plans should also include appropriate mitigation measures, such as construction of sound barrier walls or landscape buffers, and/or use of sound-proofing materials and techniques.

Drainage and Project Construction

UP requests the City ensure that the drainage plan relating to the Project does not shift storm water drainage toward UP property and infrastructure. Any runoff onto UP’s property may cause damage to its facilities resulting in a potential public safety issue. If the Project is approved, we ask that the City require the applicant to mitigate all safety risks and the impacts of the railroad’s 24-hour operations during the construction of the Project, including contacting UP to arrange for flaggers for work performed within twenty-five feet (25’) of the nearest track.

UP appreciates the developer and the City giving due consideration to the above concerns, as this proposed Project may result in impacts to land use and public safety. Please give notice to UP of all future hearings and other matters with respect to the Project as follows:

City of Los Angeles
May 15, 2017

Erik K. Omar, Manager - Real Estate
Union Pacific Railroad Company
1400 Douglas Street - STOP 1690 Omaha, NE 68179
(402) 544-8627
eromar@up.com

Please do not hesitate to contact Erik Omar if you have any questions or concerns.

Sincerely,



Madeline E. Roebke
Senior General Counsel
Union Pacific Railroad Company

cc: Erik Omar



Jan Green Rebstock <jan.green.rebstock@lacity.org>

6th St Park Project - LADWP Water System Contacts

Gonzalez, Brian <Brian.Gonzalez@ladwp.com>

Fri, May 12, 2017 at 10:44 AM

To: "jan.green.rebstock@lacity.org" <jan.green.rebstock@lacity.org>

Cc: "Demos, Nick" <Nick.Demos@ladwp.com>, "Mercado, Edgar" <Edgar.Mercado@ladwp.com>, "Kwan, Delon" <Delon.Kwan@ladwp.com>, "Moosbrugger, Earl" <Earl.Moosbrugger@ladwp.com>, "Acevedo, Mario" <Mario.Acevedo@ladwp.com>, "Parker, Nadia" <Nadia.Parker@ladwp.com>

Good morning Jan,

In response to your inquiry below, please note the following Water System contacts for the **PARC project only**:

- RECYCLED WATER GROUP

Mario Acevedo, Manager

(213) 367-0761

mario.acevedo@ladwp.com

- WATER SUPPLY ASSESSMENTS

Delon Kwan

(213) 367-2166

delon.kwan@ladwp.com

Earl Moosbrugger

(213) 367-2527

earl.moosbrugger@ladwp.com

NOTE: The LADWP intends on submitting additional comments in response to the PARC Project NOP by the May 15, 2017 deadline.

Should you have questions or if I can be of further assistance, please do not hesitate to contact me. Thank you.

BRIAN GONZALEZ

Los Angeles Department of Water and Power

Environmental Planning and Assessment

111 N. Hope Street, Room 1044

Los Angeles, CA 90012

213.367.2612

brian.gonzalez@ladwp.com

From: Demos, Nick
Sent: Thursday, May 11, 2017 10:16 AM
To: Holloway, Chuck; Parker, Nadia
Subject: FW: 6th St Park Project - BOE - NOP Comments

FYI.

BOE response and request.

Pls forward to your staff member (Brian) to close the loop.

Thanks,

Nick Demos

From: Jan Green Rebstock [<mailto:jan.green.rebstock@lacity.org>]
Sent: Wednesday, May 10, 2017 5:18 PM
To: Mercado, Edgar
Cc: Natalie Moore; Argente, Mauricio; Amanda Griesbach; Erinn Silva; Richard Galvin; Gary Lam; Bautista, Christopher; Demos, Nick
Subject: Fwd: 6th St Park Project - BOE - NOP Comments

Thanks Edgar - I will share your comments with the project team. Do you happen to know the best person at DWP to coordinate with regarding water supply assessments for new projects? We would also like to discuss DWP's plans for recycled water infrastructure in the project area. The team's project manager Gary Lam will be reaching out soon to schedule a meeting.

Best,

Jan

Dr. Jan Green Rebstock

Environmental Management Group, Environmental Supervisor II

Bureau of Engineering, Department of Public Works

[213.485.5761](tel:213.485.5761)

jan.green.rebstock@lacity.org

1149 S. Broadway, Ste. 600

Los Angeles, CA 90015



----- Forwarded message -----

From: **Mercado, Edgar** <Edgar.Mercado@ladwp.com>

Date: Wed, May 10, 2017 at 4:35 PM

Subject: 6th St Park Project - BOE - NOP Comments

To: "jan.green.rebstock@lacity.org" <jan.green.rebstock@lacity.org>

Cc: "Bautista, Christopher" <Christopher.Bautista@ladwp.com>, "Demos, Nick" <Nick.Demos@ladwp.com>

Jan,

LADWP-Power has facilities within the proposed scope area that may be impacted. A detail design is required to determine the impacts on LADWP-Power facilities. Expected conflicts, depending on proposed improvements, may include 1 or more of the following:

1. Maintenance Holes, Vaults, Transformer pads, and or Hand hole adjustments.
2. Maintenance Holes, Vaults, Transformer pads, and or Hand hole relocations.
3. Pole relocation
4. Power Conduit duct bank relocations

Feel free to call me if you have any questions or need additional information.

Edgar Mercado, P.E.

DWP/PED/ Underground Structures | Utility Coordination

111 N. Hope Street, Room 813 | Los Angeles CA 90012

Tel: [213.367.4957](tel:213.367.4957) | Fax: [213.367.2919](tel:213.367.2919) | edgar.mercado@ladwp.com

UG Standards and Specification can be found at www.ladwp.com/codes

New Business Engineer can be found at [Find the Right Person](#)

How to Apply for Encroachment Permits information can be found at [Encroachment Permits](#)

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CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: May 1, 2017

TO: Jan Green Rebstock, Environmental Supervisor II
Environmental Management Group
Bureau of Engineering,

FROM: Ali Poosti, Division Manager
Wastewater Engineering Services Division
LA Sanitation



SUBJECT: SIXTH STREET PARK, ARTS, RIVER, AND CONNECTIVITY IMPROVEMENTS (PARC) PROJECT-NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

This is in response to your April 13, 2017 letter requesting a review of your proposed Sixth Street Park, Arts, River, And Connectivity Improvements project located beneath and adjacent to the Sixth Street Viaduct between Mateo Street to the west and the United States Highway 101 to the east, Los Angeles, CA 90021. The Bureau of Sanitation, Wastewater Engineering Services Division (WESD) has reviewed the request and found the project description at this stage lacks sufficient detail for us to conduct a thorough capacity analysis as description for individual proposed developments are needed to asses sewage generation.

Based on the project description, we have determined at this stage this project is unrelated to sewer capacity availability and therefore do not have sufficient details to offer an analysis at this time. Should the project description change, or more information is available please continue to send us information so that we may determine if a sewer assessment is required in the future.

If you have any questions, please call Eduardo Perez of my staff at (323) 342-6207.

STORMWATER REQUIREMENTS

LA Sanitation, Watershed Protection Division (WPD) is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

POST-CONSTRUCTION MITIGATION REQUIREMENTS

The project requires implementation of stormwater mitigation measures. These requirements are based on Stormwater Low Impact Development (LID) requirements. The projects that are subject to LID are required to incorporate measures to mitigate the impact of stormwater runoff. The requirements are outlined in the guidance manual titled "*Development Best Management Practices Handbook – Part B: Planning Activities*". Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found at: www.lastormwater.org. It is advised that input regarding LID requirements be received in the early phases of the project from WPD's plan-checking staff.

GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-way to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local ground water basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the LID requirements.

CONSTRUCTION REQUIREMENTS

The project is required to implement stormwater control measures during its construction phase. All projects are subject to a set of minimum control measures to lessen the impact of stormwater pollution. In addition for projects that involve construction during the rainy season that is between October 1 and April 15, a Wet Weather Erosion Control Plan is required to be prepared. Also projects that disturb more than one-acre of land are subject to the California General Construction Stormwater Permit. As part of this requirement a Notice of Intent (NOI) needs to be filed with the State of California and a Storm Water Pollution Prevention Plan (SWPPP) needs to be prepared. The SWPPP must be maintained on-site during the duration of construction.

If there are questions regarding the stormwater requirements, please call Kosta Kaporis at (213) 485-0586, or WPD's plan-checking counter at (213) 482-7066. WPD's plan-checking counter can also be visited at 201 N. Figueroa, 3rd Floor, Station 18.

GROUNDWATER DEWATERING REUSE OPTIONS

The Los Angeles Department of Water and Power (LADWP) is charged with the task of supplying water and power to the residents and businesses in the City of Los Angeles. One of the sources of water includes groundwater. The majority of groundwater in the City of Los Angeles is adjudicated, and the rights of which are owned and managed by various parties. Extraction of groundwater within the City from any depth by law requires metering and regular reporting to the appropriate Court-appointed Watermaster. LADWP facilitates this reporting process, and may assess and collect associated fees for the usage of the City's water rights. The party performing the dewatering should inform the property owners about the reporting requirement and associated usage fees.

On April 22, 2016 the City of Los Angeles Council passed Ordinance 184248 amending the City of Los Angeles Building Code, requiring developers to consider beneficial reuse of groundwater as a conservation measure and alternative to the common practice of discharging groundwater to the storm drain (SEC. 99.04.305.4). It reads as follows: "Where groundwater is being extracted and discharged, a system for onsite reuse of the groundwater, shall be developed and constructed. Alternatively, the groundwater may be discharged to the sewer."

Groundwater may be beneficially used as landscape irrigation, cooling tower make-up, and construction (dust control, concrete mixing, soil compaction, etc.). Different applications may require various levels of treatment ranging from chemical additives to filtration systems. When onsite reuse is not available the groundwater may be discharged to the sewer system. This allows the water to be potentially reused as recycled water once it has been treated at a water reclamation plant. If groundwater is discharged into the storm drain it offers no potential for reuse. The onsite beneficial reuse of groundwater can reduce or eliminate costs associated with sewer and storm drain permitting and monitoring. Opting for onsite reuse or discharge to the sewer system are the preferred methods for disposing of groundwater.

To help offset costs of water conservation and reuse systems, LADWP offers the Technical Assistance Program (TAP), which provides engineering and technical assistance for qualified projects. Financial incentives are also available. Currently, LADWP provides an incentive of \$1.75 for every 1,000 gallons of water saved during the first two years of a five-year conservation project. Conservation projects that last 10 years are eligible to receive the incentive during the first four years. Other water conservation assistance programs may be available from Metropolitan Water District of Southern California. To learn more about available water conservation assistance programs, please contact LADWP Rebate Programs 1-888-376-3314 and LADWP TAP 1-800-544-4498, selection "3".

For more information related to beneficial reuse of groundwater, please contact Greg Reed, Manager of Water Rights and Groundwater Management, at (213)367-2117 or greg.reed@ladwp.com.

SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact Daniel Hackney of the Special Project Division at (213)485-3684.

EP/AP:as

c: Kosta Kaporis, LASAN
Daniel Hackney, LASAN
Eduardo Perez, LASAN



Jan Green Rebstock <jan.green.rebstock@lacity.org>

6th St Park Project - BOE - NOP Comments

Mercado, Edgar <Edgar.Mercado@ladwp.com>

Wed, May 10, 2017 at 4:35 PM

To: "jan.green.rebstock@lacity.org" <jan.green.rebstock@lacity.org>

Cc: "Bautista, Christopher" <Christopher.Bautista@ladwp.com>, "Demos, Nick" <Nick.Demos@ladwp.com>

Jan,

LADWP-Power has facilities within the proposed scope area that may be impacted. A detail design is required to determine the impacts on LADWP-Power facilities. Expected conflicts, depending on proposed improvements, may include 1 or more of the following:

1. Maintenance Holes, Vaults, Transformer pads, and or Hand hole adjustments.
2. Maintenance Holes, Vaults, Transformer pads, and or Hand hole relocations.
3. Pole relocation
4. Power Conduit duct bank relocations

Feel free to call me if you have any questions or need additional information.

-

Edgar Mercado, P.E.

DWP/PED/ Underground Structures | Utility Coordination

111 N. Hope Street, Room 813 | Los Angeles CA 90012

Tel: 213.367.4957 | Fax: 213.367.2919 | edgar.mercado@ladwp.com

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Sixth Street PARC Notice of Preparation (English)(1).pdf
5199K

ERIC GARCETTI
Mayor

Commission
MEL LEVINE, *President*
WILLIAM W. FUNDERBURK JR., *Vice President*
JILL BANKS BARAD
CHRISTINA E. NOONAN
AURA VASQUEZ
BARBARA E. MOSCHOS, *Secretary*

DAVID H. WRIGHT
General Manager

May 15, 2017

Dr. Jan Green Rebstock
City of Los Angeles
Public Works – Bureau of Engineering
1149 South Broadway, 6th Floor
Los Angeles, CA 90015

Dear Dr. Rebstock:

Subject: Comment Letter Regarding the Notice of Preparation and Initial Study for the Proposed Sixth Street Park, Arts, River, and Connectivity Improvements Project

The Los Angeles Department of Water and Power (LADWP) appreciate the opportunity to review the Notice of Preparation (NOP) and Initial Study (IS) for the Proposed Park, Arts, River, and Connectivity Improvement (PARC) Project. The mission of LADWP is to provide clean, reliable water and power to the City of Los Angeles. In reviewing your proposed project description, the LADWP has determined that the project may have impacts to power resources. The following comments reflect our review for matters related to power resources for the project; you may receive additional comments from other divisions at LADWP separately referring to other respective areas in the NOP/IS.

1. CHAPTER 2. Project Description – Responsible Agencies and Project Approvals (Page 2-29)

Comment:

Add the LADWP as a Responsible Agency under the Local Agency sub-heading.

2. FIGURE 1. Project Location (Page 2-3)

Comment:

LADWP Power System has facilities and underground lines within the proposed project area that may be impacted. A detailed design is required to determine the impacts on

Dr. Rebstock
Page 2
May 15, 2017

LADWP Power facilities. Expected conflicts, depending on proposed improvements, may include but are not limited to the following:

- Maintenance Holes, Vaults, Transformer Pads, and/or Hand Hole Adjustments.
- Pole Relocation
- Power Conduit Duct Bank Relocations

3. FIGURE 8. Proposed Tunnel & Bikeway Connections (Page 2-23)
FIGURE 9. River Gateway – Proposed Sloped Tunnel (Page 2-25)
FIGURE 10: Proposed L.A. River Bikeway & Terracing (Page 2-27)

Comment:

The LADWP will require additional information to assess the proposed project's impact on Power System facilities (LADWP River Switching Station, Transmission Tower H224A, and area Transmission Lines and Towers) located within the areas outlined in the conceptual drawings.

For any questions regarding the above comments, please contact Ms. Nadia Parker of my staff at (213) 367-1745 or at nadia.parker@ladwp.com or Mr. Brian Gonzalez at (213) 367-2612 or at brian.gonzalez@ladwp.com.

Sincerely,



Charles C. Holloway
Manager of Environmental Planning and Assessment

BG:rc

cc: Mr. Brian Gonzalez
Ms. Nadia Parker



Jan Green Rebstock <jan.green.rebstock@lacity.org>

6th Street Bridge NOP

Jan Green Rebstock <jan.green.rebstock@lacity.org>

Wed, May 24, 2017 at 3:23 PM

To: Paul Davis <paul.j.davis@lacity.org>

Cc: Gary Lam <gary.lam@lacity.org>, Amanda Griesbach <amanda.griesbach@lacity.org>, Natalie Moore <natalie.moore@lacity.org>, Cathie Santo Domingo <cathie.santodomingo@lacity.org>, Elena Maggioni <elena.maggioni@lacity.org>, Tom Gibson <tom.gibson@lacity.org>, "Argente, Mauricio" <Mauricio.Argente@tetrattech.com>, Richard Galvin <richard@gpaconsulting-us.com>, Erin Silva <erinn@gpaconsulting-us.com>

Paul,

Thank you for your comments. I will share them with the project team and our environmental consultants. Re concerns about air quality impacts to sensitive receptors, we will be conducting a health risk assessment. Happy to share this scope with you. Re through streets and pedestrian safety, the design team is evaluating their scope to address this. The transportation and land use sections in the Draft EIR will be considering compliance with Vision Zero, etc.

Re synthetic fields, thank you, Amanda Griesbach, one of our Environmental Specialists, (cc'd) or I will follow up with you on this item.

Best,

Jan

Dr. Jan Green Rebstock

Environmental Management Group, Environmental Supervisor II

Bureau of Engineering, Department of Public Works

213.485.5761

jan.green.rebstock@lacity.org

1149 S. Broadway, Ste. 600

Los Angeles, CA 90015



[Quoted text hidden]



Jan Green Rebstock <jan.green.rebstock@lacity.org>

6th Street Bridge NOP

Paul Davis <paul.j.davis@lacity.org>

Wed, May 24, 2017 at 2:43 PM

To: Jan Green Rebstock <Jan.Green.Rebstock@lacity.org>

Cc: Cathie Santo Domingo <cathie.santodomingo@lacity.org>, Elena Maggioni <elena.maggioni@lacity.org>

Jan,

We're sorry that we missed the deadline for submitting comments to the NOP. But for the record, I would still like to offer our perspective on the EIR as you move forward.

Our main concerns are the air quality and noise during project operation of the recreational components of the project. Specifically, during operation the project could attract additional sensitive receptors and expose them to greater pollution concentration. Furthermore, during operation, sensitive receptors would also be exposed to noise levels that are above city standards. The EIR needs to address these issues in depth in order to provide clarity to the future patrons of the park.

Other concerns regarding the project: It is not clear the project is addressing the fact that three through streets (Mission Rd., Anderson St. and Clarence St.) cut through the project area. I think that this is an important element in the transportation/traffic and in the land use analysis.

Finally, RAP acknowledges the concerns about the synthetic soccer field expressed by the local community. As the Department is not using rubber as infill for synthetic soccer fields and is rather using zeolite, we would willingly provide any information that EMG would deem necessary to address synthetic fields potential toxicity in the EIR.

We look forward to working with you and reviewing the EIR as it becomes available.

--

Paul J. Davis

Environmental Supervisor, DRP/PCM

221 N. Figueroa Street, Suite 400 (MS 682)

Los Angeles, CA 90071

(213) 202-2667 Office

(818) 943-7598 Cell

(213) 202-2611 FAX



GABRIELEÑO BAND OF MISSION INDIANS - KIZH NATION

Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

Los Angeles

April 18, 2017

Re: AB52 Consultation request for Sixth St. Park, Arts, River, and Connectivity improvements (PARC) Project

Dear Dr. Jan Green Rebstock,

Please find this letter as a written request for consultation regarding the above mentioned project pursuant to Public Resources Code § 21080.3.1, subd. (d). Your project lies within our ancestral tribal territory, meaning descending from, a higher degree of kinship than traditional or cultural affiliation. Your project is located within a sensitive area and may cause a substantial adverse change in the significance of our tribal cultural resources. Most often, a records search for our tribal cultural resources will result in a "no records found" for the project area. The Native American Heritage Commission, ethnographers, historians, and professional archaeologists can only provide limited information that has been previously documented about California Native Tribes. This is the reason the Native American Heritage Commission (NAHC) will always refer the lead agency to the respective Native American Tribe of the area because the NAHC is only aware of general information and are not the experts on each California Tribe. Our Elder Committee & tribal historians are the experts for our Tribe and are able to provide a more complete history (both written and oral) regarding the location of historic villages, trade routes, cemeteries and sacred/religious sites in the project area. Therefore, to avoid adverse effects to our potential tribal cultural resources on your project site, at the consultation, we will be providing information pertaining to the significance of tribal cultural resources and the significance of the project's impacts to these resources. We will provide a variety of resources including, but not limited to; ethnography notes, maps, and oral history. We will also be prepared to discuss mitigation measures we feel are appropriate to protect our tribal cultural resources from substantial adverse change to their significance.

Consultation appointments are available during standard business hours on Wednesdays and Thursdays at our offices at 901 N. Citrus Ave. Covina, CA 91722 or over the phone. Please call toll free 1-844-390-0787 or email gabrielenoindians@yahoo.com to schedule an appointment.

With Respect,

Andrew Salas, Chairman

Andrew Salas, Chairman

Albert Perez, treasurer |

PO Box 393, Covina, CA 91723

Nadine Salas, Vice-Chairman

Martha Gonzalez Lemos, treasurer ||

www.gabrielenoindians.org

Christina Swindall Martinez, secretary

Richard Gradias, Chairman of the Council of Elders

gabrielenoindians@yahoo.com

NATIVE AMERICAN HERITAGE COMMISSION

Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710



April 18, 2017

Dr. Jan Green Rebstock
City of Los Angeles Bureau of Engineering
1149 S. Broadway, 6th Floor, MS 939
Los Angeles, CA 90015-2213

Sent via e-mail: jan.green.rebstock@lacity.org

RE: SCH# 2017041045; Sixth Street Park, Arts, River & Connectivity Improvements (PARC) Project, Los Angeles County, California

Dear Dr. Rebstock:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for Draft Environmental Impact Report for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a **separate category of cultural resources**, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code § 21084.2). Please reference California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," <http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf>. Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends **lead agencies consult with all California Native American tribes** that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources In the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
- The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).
8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).
9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).
10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
- Avoidance and preservation of the resources in place, including, but not limited to:
 - Planning and construction to avoid the resources and protect the cultural and natural context.
 - Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - Protecting the cultural character and integrity of the resource.
 - Protecting the traditional use of the resource.
 - Protecting the confidentiality of the resource.
 - Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
 - Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
 - Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).
11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
 - The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

This process should be documented in the Cultural Resources section of your environmental document.

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have been already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

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**APPENDIX D:
PUBLIC HEARING
TRANSCRIPTS**

1 [BEGIN AUDIO]

2 **ROCIO HERNANDEZ:** Hello, good afternoon. Good afternoon. I don't hear
3 energy in the room, so good afternoon. Or good evening. So god evening. My
4 name is Rocio Hernandez and I am the Boyle Heights area director for
5 Councilmember Huizar. So on behalf of the councilmember, welcome to tonight's
6 environmental scoping meeting. Thank you so much for really taking the time
7 after work and making the commute here um to really um join us today in sharing
8 some of your comments and your feedback and your questions about the
9 environmental review process that we are currently engaging in.

10 [SPEAKS SPANISH]

11 Um, so tonight um we are very excited to have you here. As you know, um, the
12 6th Street Park is 12-acre open space. It's a \$23 million dollar park project so
13 we're very happy to bring this um new park to both the Arts District and Boyle
14 Heights. We are also as a city um really prioritizing um, obtaining community
15 feedback. Um, the city rarely solicits community feedback when they build um
16 new parks and other projects, so um as out of request of the councilmember, we
17 have really been um trying to engage the community to find out what types of
18 amenities you would like to see in this new park. So thank you once again for
19 being here today and thank you for really being engaged throughout the process.
20 And so tonight, we are here because our bureau of engineering um department
21 for the City of LA is initiating the environmental review process. And so what we
22 will be doing tonight is we will be um talking to you about some of the

23 environmental um possible impacts that will result as um as a result of this
24 project, so things such as you know traffic, noise, air quality, and a few other
25 issues as well. So we um really want to hear from you. We want to hear your
26 questions. We want to hear your comments, and um, that's really you know why
27 we're here um today so once again, thank you so much for being here. And if you
28 um, when you walked in, there were several documents that were in the back, so
29 we had an agenda, we had um an executive summary, and um notice of
30 preparation, so please make sure that if you did not sign in, and if you did not get
31 those documents that you please go ahead and do so. And so I will be going very
32 briefly over tonight's agenda. So after my remarks, we will have an overview of
33 the [SOUNDS LIKE] CEQA environmental review process. Um, following that
34 presentation, we will provide a brief overview of the project description, so for
35 those who have been attending the meetings, this will be a brief summary. Um,
36 for those who are new tonight, um you'll get to see what the project scope
37 entails. Following that presentation, we will um go into the initial study findings,
38 and lastly, the bulk of tonight's meeting will be on the public comments. So this
39 will once again be an opportunity for you to ask questions, make um a public
40 comment. We do have two transcribers who are here at the front of the room.
41 And they will be um documenting every single question and every single
42 comment that's made today. So every comment and question will be um officially
43 on file. Um on the back, we do have some comment cards. So if you would like to
44 make a comment tonight and you did not prep a comment card, please do so.

45 Um, Hillary in the back is uh raising the comment cards, so please make sure
46 that you grab one and prepare your comments when um, so when we get to that
47 portion of the presentation. Um, each speaker will have um two minutes to uh
48 make their remark. We want to just be, you know, as fair as possible to everyone
49 in the room, and for those comments that are made in Spanish, we will allow an
50 opportunity for four-minute remarks to allow for time for translation um of that
51 comment. So um, once again, thank you so much for being here. Um, thank you
52 for being engaged uh throughout this process, and um, we look forward to um
53 hearing your comments and your questions. And I will now be turning it over to
54 Jan. Thank you.

55 **JAN GREEN REBSTOCK:** Good evening. My name is Jan Green Rebstock. I'm
56 with the city's Bureau of Engineering Environmental Management Group and
57 we're here to help shepherd you through the environmental review process for
58 the 6th Street Park Project. So I'm just briefly gonna touch through the
59 milestones, um, that you would experience through the California Environmental
60 Quality Act, um, environmental review process so that you can join us on this
61 journey. So here we are, spring 2017, and we've released a notice of preparation
62 initial study document, and we're receiving comments on that document through
63 May 22nd. The initial comment deadline was the 15th and that's been extended
64 through the 22nd. What you'll find in there is a description of the types of elements
65 that the project may include and what our environmental analysis is gonna focus
66 on. And then we used the uh CEQA guidelines checklist to step through a variety

67 of environmental resource areas and use the thresholds associated with that to
68 make determinations about what the potential environmental impacts um could
69 be from construction and operation of the project. And we'll spend a little more
70 time uh talking about those in detail later in the presentation, after we review the
71 project components. What we're gonna do tonight is take your feedback, um on
72 what you think the scope of the environmental review should include, and we will
73 document that through a transcript of tonight's meeting. We will also take all
74 written comments that we receive, um through letters and email or the comment
75 cards that you provide tonight. And then we'll make a record of that. We will, uh,
76 post it on our website, and then that will inform our review of the technical
77 analysis and what should inform the tech, the scope of the technical studies
78 going forward. And then you'll see the results of that in the draft environmental
79 impact report that's gonna be released in winter 2017, okay? At that time we will
80 also have another public meeting where we will share the results of those
81 technical studies and the findings in that report. We will take your comments
82 again and comments we received from public agencies and have, and evaluate
83 whether that should change the scope or findings or if additional studies are
84 needed, and that will be reflected in a final EIR. At that point, we will present our
85 findings to the decision-making body, which in this case is the um Los Angeles
86 City Council, and we will ask for them to certify our document and then approve
87 the project. So that's the general process, and um at this point I'm gonna turn it

88 over to Megan and she's going to review for you the major uh components of the,
89 of the project and the various designs that are being considered right now.

90 **MEGAN ESOPENKO:** So, hi everyone. My name is Megan Esopenko. I'm with
91 Hargreaves Associates and we're part of the design team that's um designing
92 this park. Um, so as many of you know and as many of you have been in
93 previous meetings, the park um runs from Mateo Street on the west side and
94 goes all the way to the US, um, US Highway 101 on the east side. Down the
95 middle of the, of the site is the, um, the river, right here, the LA river. Um, and it's
96 also bounded by uh two major rail corridors that run on either side of the river, so
97 this is presenting connectivity challenges in the site. Um, the red boundary is the
98 whole EIR so that, Jan and her team will be looking at. Um, additionally, we have
99 all of the streets that are running through the project: Santa Fe, Mission Road,
100 Anderson and Clarence. So some of the project objectives, um, so we really are
101 trying to serve the open space and recreational needs of the surrounding
102 communities, particularly the arts, um, district and Boyle Heights. Um, we're
103 trying to connect and improve the neighborhoods. Um, we're gonna incorporate
104 sustainable design consistent with the city plans, encourage active modes of
105 public transportation, um, promote beneficial storm water capture, and provide
106 safe pedestrian and bicycle access through and to the site. And then, I'm gonna
107 quickly run through a list of the proposed program elements. This is the really
108 extensive list. It looks at a number of different things and we're gonna test these
109 compared to the funding that we have and try to find the best fit for this project.

110 We're also taking public input. We're gonna capture that to try to understand
111 what you guys want and need in this park. Um, so the first potential element is
112 landscape planting, irrigation systems and open space. We're gonna try to
113 maximize that as much as we can. Um, we're going to incorporate a performance
114 area, public gathering, um, assembly areas and definitely try to include public art.
115 Um, we're working with a public artist on this project. Um, we're going to look at
116 how we can include support facilities, which might include a field office for Parks
117 & Rec, who might be managing the east side, as well as maybe some
118 concession buildings. Um, the next is recreational courts and fields. We know we
119 definitely are gonna have a soccer field on the east side, um as well as there
120 could be a potential for basketball for other sports courts, soccer warm-up areas
121 and a potentially a skate park. The next thing is, um, trying to incorporate
122 playgrounds for children, um, as well as the potential to add a splash pad. Um,
123 we might look at how we could incorporate a dog park into this, into this area.
124 And then we'll definitely try to figure out how we can put um site furnishings and
125 amenities within this park, such as benches, tables, bike racks, um, bike rentals,
126 kiosks, and look at how restrooms might be located within the area. Uh, the next
127 thing we really need to think about is mobility. How are people getting to and
128 from this site? Um, we'll look at the internal parkway connections as well as the
129 bicycle paths and pedestrians, pedestrian paths that lead to the park. Um, and
130 then, there's the tunnel that's on the west side, uh, that comes from the arts
131 plaza and actually opens up into the river. So we might look at how to um

132 rehabilitate the tunnel to maybe include some lighting and uh make it a safe
133 place for people to go. Uh, the next thing we will need to think about is utilities.
134 Some might need to be moved or relocated based on the park design. And then
135 infrastructure. Um, so adding retaining walls and storm water infrastructure that
136 would need, need to be there. So as I said, the tunnel that opens out into the,
137 um, LA river, we might want to think about how we could potentially add terracing
138 or vegetative planters along that slope. Um, and then connectivity improvements
139 again. So how do we cross all those major streets that I was showing you before.
140 So we need to look at pedestrian crosswalks and safety to get, to get across the
141 entire site. And the, this is the last page of these project elements, so um, there
142 might be a need for remediation, so what, what will that look like? Um, we need
143 to think about the demolition, demolition activities that might include, that might
144 be there, including uh existing infrastructures such as buildings, pavements and
145 roads, uh, and then right away acquisition and relocation. So what do the edges
146 look like, and how can we maximize the edge space to our advantage for the
147 park? So um, I see a lot of familiar faces. I know some of you guys have been at
148 the previous design meetings that we held in February and March. Um, the first
149 one was about getting an understanding of the potential things that you guys
150 want. We had over a thousand survey responses, which was great. Um, so we're
151 trying to fold those into the designs. Um, and then we had the, the most previous
152 one in March, where we showed three different design options. Uh, the survey for
153 this is still ongoing and we're gonna touch on it on the last slide about how you

154 can still be involved and still give your feedback, um, but I'm just gonna run
155 through quickly uh the three different concepts that we, we presented. Um, so
156 really what we were trying to do at this meeting was set up a landscape
157 framework, uh, for the project. Try to understand how we can organize the
158 spaces to then accommodate all the program elements or some of the program
159 elements that are previously discussed. Um, so the first one was Promenade,
160 which is all about the direct connection. The second is Canopy and Object, which
161 is about these meandering pathways that run through the site. And the third is
162 Episodic, which is kind of a combination of both. So what I really want to, what I
163 really want you to understand is that in each of these three concepts that I'm
164 gonna present, um, they have the opportunity to hold the same amount of
165 program. So no matter what you can fit the same amount of program in any one,
166 so it's not like I'm picking one that only can hold, you know, a soccer field and I'm
167 instead picking three that can hold everything. They could do the same thing. It's
168 just about the organization. So like I said, the first one, promenade, is really
169 about this linearity. It's taking the, um, taking the, um, taking the
170 [INDISCERNIBLE] of the new bridge structure, and representing that on the
171 ground. And it's all about the streamlined promenades that we create. So for
172 each of these, I'm just gonna walk you quickly through the east side all the way
173 to the west side. So the east side, the east side, on the south end, would be this
174 streamlined promenade that is wide enough to have potentially um marketplaces
175 and tent structures that could be set up along this outdoor, outdoor street. And

176 then, just north of that, just north of that, there's three lawns that would come
177 across the entire site. These would be wide enough lawns to hold outdoor, um,
178 festivals both large and small, performance areas gathering on these big lawns.
179 And then, running again linear, linearly above the lawns is this wide open hard
180 space zone. And this is where the potential elements could be inserted into that
181 zone. So this is again all about the linearity. As you go to the west side, this
182 linear concept continues, and you would come out of the tunnel and the terraces
183 would be linearly organized across the site, and you would have the space for
184 outdoor performance and a stage at that point. And then just across Santa Fe,
185 again we have these long walkways with the tree-lined, the tree-lined promenade
186 on the north end, and then these series of rooms that would come off of them. So
187 that's the first one. The second one contrasts that, in that it's no longer linear, it's
188 now makes some curvy, linear spaces that, curvilinear pathways that end up
189 creating spaces within where you could have program, like the program I
190 mentioned earlier, or also um nature areas like tree and meadowed areas. So
191 again, we would have long spaces on the southern end here and here that could
192 potentially have the opportunity to have outdoor festivals and events. They would
193 be large enough spaces to do that. And then, inserted within, in these zones, the,
194 the cream colored zones is where the program could potentially go. Um, when
195 you come out on the arts plaza side, the curvilinear approach continues and you
196 would have the terracing that would come up the slope and then also have a
197 stage there as well for performance. And then across Santa Fe, um, we again

198 have, have these rooms that are defined by these pathways and there would be
199 a large lawn and potential program area there. The third and final concept,
200 episodic, is about a combination of these two, uh, designs, designed approaches.
201 It's about the curvilinear and the linear. And so, this would be defined by the
202 columns here and here and here. And they create these different outdoor rooms,
203 so you would get a different episode or experience as you would walk through
204 this space. Again, we would locate the lawn on the southern side to get the most
205 southern exposure and then, and then this series of programmed rooms would
206 be adjacent to that and they would all be different. And then as you come out of
207 the tunnel on the west side, you have this, this different arts plaza again where
208 half is about the linear terracing and half is about this curvy terracing and you get
209 that contrast. Um, also enough space here to hold a performance area and
210 stages. And then across Santa Fe, you again have the approach down from the
211 ramp that is this curved edge, but then there's a series of rooms as you get to
212 Mateo Street. So that's the general design approaches that we've started
213 thinking about. Um, Jan and her team is gonna look up the environmental
214 impacts of program as we start to incorporate them, and the intent is to come
215 back to you guys in the summer with one... uh, one design approach and one um
216 concept that we think is appropriate based on all of your feedback. The last thing
217 I just want to touch on quickly is um when you come out of the tunnel here, um,
218 you're at the LA River. And um, overlooking it are currently just proposals and
219 these are very conceptual right now. Nothing is um set in stone. Um but it's just a

220 concept as to how a bikeway might connect and come down and
221 [INDISCERNIBLE] into the site and how these um green areas could be terracing
222 proceeding and enjoyment along the river. But again, just in concept. So I'm
223 gonna pass it over to Mauricio now.

224 **MAURICIO:** Good evening. My name is Mauricio [INDISCERNIBLE] and we're
225 the lead consultant for this project, so uh two members of Hargreaves and
226 [INDISCERNIBLE] architecture and JBA are part of the team. And so our role is
227 to basically provide a design and deliver it to the city, and then the city will um
228 seek bids and go through a bid and award process, and then going through
229 construction, so the construction schedule right now is anticipated to be about 18
230 months long. Um, and with that... pretty short speaking part for me. Yeah.
231 Thanks.

232 **ROCIO HERNANDEZ:** Sure. Okay, so now we're gonna spend a little time uh
233 talking about the scope of what the environmental review is gonna include and
234 some of the potential impacts that we're gonna be looking at. This is the range of
235 impacts, the range of resource areas that we're gonna be looking at. And I'm not
236 gonna go into um detail about all of them but I am gonna highlight for you some
237 of the major issues that we're gonna be analyzing and how they, and how they
238 relate to this project and if you've missed this, this information is um more
239 thoroughly detailed in the initial study, and there's boards in the back as well with
240 the, the pictures. Okay, so first of all, our major concern uh regarding aesthetics,
241 in general we think construction of the project um or operation of the project is

242 gonna approve the general aesthetics of the area, but uh project lighting and
243 glare, especially associated with events, nighttime events, um, is a concern so
244 that's something we want to look at. Also air quality, uh, you might be aware that
245 we are an existing non-attainment area, uh, for certain pollutants, um, in
246 particular these include ozone. Particular matter, 2.5 in particular matter 10
247 microns and lead. And so any additional pollutants, um, or any additional
248 contributions of those pollutants can uh exceed thresholds or during construction
249 and operation phases. The uh air pollution that would be generated from this
250 project where mostly would be anticipated during operate, during, it would be
251 construction equipment or during operations it would be vehicle emissions. Um
252 those are the major sources that we're looking at. Um, but we also acknowledge
253 that the EI, um, that the project could expose sensitive receptors, um, to these
254 pollutants, so we're gonna be looking at that as well in EIR. Okay, relate, related
255 to biological resources, um, we do know that there's bats and nesting birds, um,
256 in the area, in particular there were some on the initial, uh, original bridge
257 structure. So we need to look at how that's, uh, how that, those populations might
258 be impacted during the construction and operation of the project. Okay, um, we
259 definitely will be looking at cultural, historic or paleontological resources. Um,
260 what's known in the area and how that might be impacted during project
261 construction. Hazards and hazardous materials, we are aware that there are
262 contaminated soils present on the site, and so likely there will be some removal
263 during the construction process. Um, and then you know, so we're gonna have a

264 discussion about existing uh previous studies related to the soils on the site.
265 Those will be summarized in the EIR and uh next steps will be discussed in
266 terms of their remediation process. Um, related to population and housing, um,
267 you know the project is not gonna be constructing any new homes or businesses,
268 but it could spur additional economic growth, uh, in the area, which could create
269 new growth in the local community and region. So we are gonna evaluate that
270 issue further in the draft EIR. Related to traffic, uh, recreational facilities is what
271 we believe to be the um the biggest traffic generator. And so we want to look at
272 how pedestrian safety might be affected there, and then just the additional traffic
273 from those uses. So public transit, walking and bike access and the connections
274 are all um, we're gonna be very mindful of that during the design process, and so
275 that, these connections will be discussed in the draft as well. Thank you. Sorry
276 about that. Okay. So we're all on the same page now. Water quality and
277 hydrology. Um, so when we're looking at any terracing, or potential construction
278 of the bikeway in the river, we want to look at how the change on the, the channel
279 walls could impact drainage patterns, um, or any impacts to water quality during
280 the construction process or hydrology during operation of the process, after those
281 modifications to the channel wall have been made. Okay? So with that, we are
282 gonna move toward opening up the public comment period portion of the
283 meeting. So we do have speaker cards available at the back of the room. Some
284 of you might have already uh filled them out. Um, if you don't want to speak
285 tonight, please feel free to complete a written comment card or you know take a

286 little longer to review the initial study and gather your thoughts and then you can
287 send us an email or a letter. Um, the comment period has been extended to May
288 22nd. So you don't have to speak tonight. You're not losing your opportunity to
289 comment this evening, or to comment if you don't talk this evening. We are
290 gonna have a transcript of uh this evening's proceedings and that will be posted
291 on the web site once it's ready. Okay? This is, there's two websites where you
292 can obtain environmental documents and those will be updated throughout the
293 environmental review process. And also I think you heard earlier, the design
294 survey is still um accepting responses so please feel free to participate with that.
295 Okay, and with that, um, as I mentioned, we do have a transcriber this evening,
296 so when you come up to the microphone to speak, please state your name and
297 speak very slowly. Um, so also the translator and the transcriptionist. And um, oh
298 yeah. And just a gentle reminder that there is a, uh, two minute, we're timing
299 each speaker for two minutes so that everybody has an opportunity to speak.

300 **MALE SPEAKER:** Can we, uh, turn off the projector now?

301 [INDISCERNIBLE]

302 No problem.

303 **ROCIO HERNANDEZ:** First up this evening, we have [PH] Margarita Amadar,
304 followed by [PH] Edwin Amorado. And sorry if I butcher your names.

305 **MARGARITA AMADAR:** Good evening, everyone. Um, I wrote down my notes
306 so that I make sure I stay on time. Um, my name is Margarita Amador. People
307 know me by Margo and I've been a resident of uh Boyle Heights, Pico Gardens

308 all my life, and I am also a resident now of [SOUNDS LIKE] Whittier Boulevard,
309 so um some of my uh comments um are related to access to the residents, um.
310 Will the sidewalks be in the conditions for residents who will walk to the park?
311 Will there be any additional street lighting? Will the sidewalks be free of
312 obstructions like unused utility boxes, unused and extra utility poles? What
313 methods of public transportation will there be for people in Boyle Heights who
314 don't live within walking distance? For example, will buses, like the bus line
315 number 18 and 720 currently down Whittier Boulevard stop here? How will, how
316 about the DASH? How will uh the Whittier and Boyle intersection look? It will be
317 the entrance into the bridge from Boyle Heights. Is there any way we can use the
318 old arch and street lights at this intersection or in the park? It's just a great way to
319 pay tribute to our old bridge. In regards to the park maintenance, uh the safety
320 and cleanliness of the park is extremely important for families who use the park
321 to feel safe and want to continue to use the park. Will there be additional security
322 beyond LAPD and rap? This will be a big park and we want to make sure it's
323 used to its full potential by our families and our seniors. Is there any filming on
324 site? Can filming fees go towards keeping the park clean and safe? If the park is
325 used for organized programming, maybe they too can pay fees towards this. If
326 we have parking uh meters in the surrounding streets, can parking fees go
327 towards the park maintenance and security? Uh, we are, um, we should always
328 be, um, conscious that we can always be in a drought again, and will there be
329 watering for the park? Where will the watering for the park come from? Is there a

330 way that we can clean the water at the LA River and Hollenbeck Park, and
331 recycle for all three sites? [INDISCERNIBLE] All three are so close to each other
332 and it just makes sense to uh recycle for all these locations. Thank you.

333 [APPLAUSE]

334 **ROCIO HERNANDEZ:** Great. Thank you for your comments. Okay, next we
335 have Edwin and then uh Lori Atwater.

336 **EDWIN AMORADO:** Hi, good evening. My name is Edwin, I am from Keep LA
337 Green. Uh, just wanted to repeat a proposal by James [PH] Membrano at the last
338 reading, uh, regarding a boxing gym. I think it'll be great for rainy days. Um, also
339 for the youth here in Los Angeles. Um, also my company, we sell organic
340 fertilizer. We deal with drought landscaping. So if, uh, we're there if there's any
341 help needed. Uh, we deal with all of that as well. Also, we just uh,
342 [INDISCERNIBLE] and there's a new uh park, Lugo Park and we've had a, um,
343 actually uh, crime has gone down in that area because we keep the lights on 24
344 hours. Maybe that's a good idea for, for, for the bridge as well. Also, um,
345 reducing parking will increase walkability in the city. I think that also, that would
346 also be great. And maybe um, I'm excited to see what the archeological findings,
347 um, will be at the bridge. Uh, I'm not sure if you guys are aware. Uh, San Diego,
348 the findings that they have there on humans being here in the Americas 100,000
349 years. So that's pretty much it. Thank you.

350 **ROCIO HERNANDEZ:** Thank you for your comments. So Lauri, and then she'll
351 be followed by Russell Brown.

352 **LAURI ATWATER:** Thank you. My name is Lauri Atwater. I live at 135 South
353 Clarence Street, which is about three blocks from here. And I'm very excited
354 about this project. I'm expecting to use the park myself with my family. But I want
355 to remind all of us that Los Angeles is in the middle of a crisis. The crisis is a
356 crisis of homelessness. I am construction manager, project manager by trade. I
357 participated in EIRs before. And the EIR process doesn't really facilitate the
358 assessment and determination of how homelessness will be impacted by this
359 project. The United Way of Greater Los Angeles is responsible for the
360 coordination of homelessness impacts and uh improvements uh but the EIR
361 process is the best time for homelessness to be assessed. Under Section 8,
362 which is housing, population and housing, as well as Section 9, which is public
363 services, um, I'm recommending that United Way of Greater Los Angeles and a
364 task force specific to this community, um, participate in an assessment of
365 homelessness. This project will attract the homeless. And if we ignore it and we
366 proceed with the EIR the way we typically do, we'll never do any kind of
367 assessment. And not only that, there's funding that we have approved through
368 legislation that is available to address the issue, but unless we have the EIR as a
369 catalyst and the EIR makes a determination and recommendations then that
370 funding cannot come to this project. And so I recommend that we address how
371 homelessness, and there is a homelessness count that would have identified the
372 homeless that are in the project scope area.

373 **ROCIO HERNANDEZ:** Thank you very much. Okay, so Russell Brown followed
374 by Joanne with the Central City Association.

375 **RUSSELL BROWN:** Hi, my name is uh Russell Brown. I'm actually chair of the
376 regional connector, which is a connection of the subways that connect everything
377 uh through downtown. Um I was also a 15-year resident of downtown in the old
378 [INDISCERNIBLE] district. You know, I remember when I first lived downtown
379 arts district, it was not connected to anything, transit-wise. And here we are 15
380 years later, it's not a whole lot different. Um, so my question is, there's been
381 unanimous support from many of the community members for a 6th street station
382 that would be the extension. How would that be included in the park? I know
383 there are long-term plans of the eco-line Santa Ana branch it be going through,
384 but that's 10 years away. So the short-term solution is Metro is recommended. If
385 there should be a turnaround facility and revenue service would be important, so
386 what can we do as a community to speed up the process of not only a 6th street
387 station being integrated to the park, but a 1st, 2nd street station. And how can we
388 also make sure that bike share, ride share, um, Zip cars, electric vehicles are
389 also incorporated in the plan to make sure it's as multi-mobile as possible.
390 Thanks.

391 **ROCIO HERNANDEZ:** Thank you for your comment. Okay, Joanne followed by
392 uh Samuel Gonzalez.

393 **JOANNE:** Hi there, my name is [PH] Joanne Megannon. I'm with Central City
394 Association. Um, I've been working in downtown for a couple years. I'm very

395 excited about the park. Um, I'm gonna echo what Russell just said before me
396 about the 6th Street Metro Station. Um, it's very important for arts district in
397 general to have a metro station, uh not just for its residents but for the upcoming
398 development and to bring in more businesses and more walkability to the area,
399 as well as access to the park. So my question simply is how will the park design
400 integrate that potential station, and how will it increase transit access? So, thank
401 you.

402 **ROCIO HERNANDEZ:** Thank you. Samuel Gonzalez. And he's our final speaker
403 unless anyone else would like to submit a comment.

404 **SAMUEL GONZALEZ:** Okay, so thank you to everyone who's here representing
405 community, especially you from Boyle Heights. You know, I've been coming up,
406 you know I've been talking about a lot of the different community needs, and of
407 course, one of the things that I've been bringing to the forefront is, you know,
408 really especially for you know the Boyle Heights community, we have so much
409 interest in wanting to find um artistic and uh cultural representation within the
410 community, and also some reflections of just kind of the um the, the native, you
411 know, natural surroundings of California we really like to see represented inside
412 of this project. And you can see all the different type of nature of Southern
413 California kind of represented in this project. And uh [INDISCERNIBLE] really
414 environmentally good. But along that line, I have to just really point out about the
415 environmental thing, you know, I hope we take into concern as we start testing
416 for a lot of these things in our community. We have so many health problems that

417 are related to environment that are you know related to the average 650,000 to 2
418 million cars that can go through our neighborhood a day. You have a, uh, an
419 impact but even more so I hope that we also think about the history of these
420 spots that we're dealing with. For 130 years, those areas have been used for
421 train lines. A lot of the chemicals that were used in those early years have
422 caused a lot of diseases. In my own family, we have several occurrences of
423 childhood leukemia, um, that was caused by environmental uh, by environmental
424 causes, uh most likely from benzene that was on a degreaser that was used by
425 our train lines in the area. It's very important. I would hope that we take the best
426 measures to really check for what's going on, especially for dumping grounds
427 around Anderson and Clarence which I'm sure anyone who lives in the area, the
428 neighborhood knows, they're constantly having to clean up with hazmat, um, just
429 a lot of very terrible stuff that has been put there, so I hope that we can keep that
430 in mind as we plan for um this bridge as well that traditionally over near Anderson
431 and Clarence in the nighttime that has been a traditional dumping spot for some
432 very, very terrible chemicals. So can you keep that in mind and try to have
433 security so we can try to mitigate that program? Thank you, everyone.

434 **ROCIO HERNANDEZ:** We do have a few more speakers. [PH] Delmira
435 Gonzalez and she is going to be followed by [PH] Ophelia Planton. Planton, sorry.

436 **DELMIRA GONZALEZ:** [SPEAKS SPANISH]

437 **TRANSLATOR:** Good evening, my name is Delmira Gonzalez. I am a resident of
438 Boyle Heights and I'm here representing 300 families.

439 **DELMIRA GONZALEZ:** [SPEAKS SPANISH]

440 **TRANSLATOR:** Our main concern is traffic in the area, especially during
441 construction.

442 **DELMIRA GONZALEZ:** [SPEAKS SPANISH]

443 **TRANSLATOR:** And I hope that we don't have synthetic turf because it's known
444 to cause cancer.

445 **DELMIRA GONZALEZ:** [SPEAKS SPANISH]

446 **TRANSLATOR:** I'm also concerned about pollution caused by all the cars that
447 are going to be, because the bridge is, we're gonna have the bridge and then the
448 park is gonna be underneath, so there is going to be a lot of pollution from all the
449 traffic. Uh, so I hope that you take measures to uh lessen the, the effect of traffic
450 on the people and I know that a lot of people have died in the area because um
451 they, because of cancer.

452 **DELMIRA GONZALEZ:** [SPEAKS SPANISH]

453 **TRANSLATOR:** I'm also in favor of um having a skate park. I know that the kids
454 use the sidewalks as a place to skate because they don't have anywhere else to
455 go. Also there is... there is like an entrance to the freeway that they're very close
456 to the entrance, and that's very dangerous. They also go up to uh high school to
457 um to use the, that area, as an area to use their skateboards.

458 **DELMIRA GONZALEZ:** [SPEAKS SPANISH]

459 **TRANSLATOR:** I also think that having water activities, like an aquatic park, it
460 would be great because it gets really hot here in the summer and the kids are

461 not, they don't have, we don't have a swimming pool, so that would be a great
462 way of kids to play with the water and during the summer.

463 **DELMIRA GONZALEZ:** [SPEAKS SPANISH]

464 **TRANSLATOR:** I also think that it's very important to have a... oh. Sorry. Um, I
465 also think it's very important to have something for the services for the senior
466 citizens. There was a place that just closed down, so we need something for
467 seniors. Maybe a center or a place where they can go and where they can have
468 some activities and have lunch.

469 **DELMIRA GONZALEZ:** [SPEAKS SPANISH]

470 **TRANSLATOR:** I also think that there should be a schedule for the park. I don't
471 think it should stay open after 8 o'clock because we have a lot of homeless in
472 the, in the surrounding areas, so I don't think that would be fair for them. Thank
473 you so much.

474 **ROCIO HERNANDEZ:** Ophelia is going next, followed by Ana Hernandez.

475 **OPHELIA PLATON:** [SPEAKS SPANISH]

476 **TRANSLATOR:** I don't want to forget. My name is Ophelia and I'm with Union de
477 Vecinos. We are very concerned about the um, about the basically the bridge,
478 the part of the bridge over Clarence. I think that that, that bridge shouldn't be
479 allowed for cars. I think that that should be, especially that section over Clarence
480 Street, it should only be for bicycles and for people. For people who like to use
481 their bikes. So we are concerned basically about the pollution in that area and we
482 know that um Boyle Heights and this area is, has a lot of water contamination

483 already. I think that with the construction and allowing more cars to um go
484 through the bridge is going to bring even more pollution to the community. And
485 I'm sorry, I forgot to say that she is from Union de Vecinos.

486 **OPHELIA PLATON:** [SPEAKS SPANISH]

487 **TRANSLATOR:** The other thing that I'm wanting to mention is um the homeless
488 population. Like Lauri said, I think that it's time that we, um, talk about um
489 homeless people. And I know the importance of having both parks, but also we
490 need more homes. A lot of people do not have a home, and I would like to
491 integrate this into the conversation.

492 **OPHELIA PLATON:** [SPEAKS SPANISH]

493 **TRANSLATOR:** and I know that we're deciding to build a park here and I think
494 that's great, but I also that we should keep in mind that this park should be for
495 families, for people. We don't want attracting other elements to the park. Thank
496 you.

497 **ROCIO HERNANDEZ:** Thanks for your comments. So next up is Joe Diaz,
498 followed by Daria Nuñez.

499 **FEMALE SPEAKER:** Did she fill out a card? Did she fill one out?

500 [CROSSTALK]

501 **ROCIO HERNANDEZ:** I'm sorry. Yes, you're right. Ana Hernandez is next. Sorry.

502 **ANA HERNANDEZ:** [SPEAKS SPANISH]

503 **TRANSLATOR:** Good evening, my name is Ana Hernandez, and I am, um, I live
504 in Pico Gardens, and uh, we represent 293 families and we are in the most
505 affected area.

506 **ANA HERNANDEZ:** [SPEAKS SPANISH]

507 **TRANSLATOR:** As you may know, the three most contaminated um areas in the
508 city, Long Beach, Pacoima and Boyle Heights, so we are directly affected by uh
509 pollution from all the traffic in the, in the area.

510 **ANA HERNANDEZ:** [SPEAKS SPANISH]

511 **TRANSLATOR:** Okay, what I forgot to mention in the first section of her
512 comment is that, we are, you may not live here, we do. So we are greatly
513 affected by um pollution and you may see this project as a means of economic,
514 of something of economic growth, but we have a different point of view.

515 **ANA HERNANDEZ:** [SPEAKS SPANISH]

516 **TRANSLATOR:** I know that we're making this place beautiful, but who, is this
517 place going to be for us? I know that we were planning to do this project like 20
518 years ago, so we may end up being displaced from this place, so we, maybe we
519 will not be enjoyable of what we are doing now. Maybe the community will not
520 enjoy that part.

521 **ANA HERNANDEZ:** [SPEAKS SPANISH]

522 **TRANSLATOR:** So all of you here tonight, people who are involved in this
523 project in Boyle Heights, you, you're gonna go home and then we're going to stay

524 here. We're going to live through, through everything that will bring, um, building
525 project.

526 **ANA HERNANDEZ:** [SPEAKS SPANISH]

527 **TRANSLATOR:** There was another meeting, um, one of the people I work with
528 went to the meeting I was not able to attend, but she told me that there was a
529 document that where was given to the public or... yes. Okay. Yeah, there were
530 actually different, um, there were different organizations that came together or
531 were meeting, and there was a document, and uh, but it was only in English, so I
532 would ask that every document that you produce, please um translate it into
533 Spanish. Keep in mind that people in Boyle Heights, most of the people speak
534 Spanish.

535 [INDISCERNIBLE]

536 **ANA HERNANDEZ:** [SPEAKS SPANISH]

537 **TRANSLATOR:** Okay. So we demand that we are included in the project. By that
538 I mean the community. That we are, that the meetings take place in, in places in
539 organizations such as [INDISCERNIBLE] and Union de Vecinos. Because when I
540 come to these meetings, my experience has been that I see a lot of people that
541 are involved in the project but I don't see a lot of community members. Thank
542 you.

543 **ROCIO HERNANDEZ:** Thank you for your comment. Next up we have Joe Diaz,
544 followed by Daria Nuñez.

545 **JOE DIAZ:** So um, my name is Joe Diaz. Longtime resident of Boyle Heights.
546 Uh, 25 years in Pico [SOUNDS LIKE] Aliso where a majority of the residents who
547 live in Pico Aliso are gonna be able to take advantage of that park. It's gonna be
548 built, I'm talking about the [INDISCERNIBLE] Um, for us, for me, um, an
549 opportunity to take advantage of something that's being offered. It's rare that
550 something like this comes to Boyle Heights and saying we want to build
551 something. We definitely want to grow. Um, you guys know Boyle Heights is
552 changing. Uh, as a longtime resident, as a neighborhood councilmember, uh,
553 Boyle Heights tech center which is on 4th and Gless. Um, again, everyone, like
554 some of the residents with the, the people have just spoken before us are
555 concerned about issues and I'm glad they're concerned about those issues. But
556 this is an opportunity to take advantage of, for our residents, for everyone in
557 Boyle Heights. You know, in Boyle Heights there is about six parks in the area.
558 There's not an opportunity to build at some point. These parks were there before
559 we got here, these parks are gonna be there after, uh, for us, to see a park to be,
560 it's a Lego park. It's our, we can build this park as community residents together.
561 I say we get together, we build this park and have say-so. Not saying that they're
562 not taking us into consideration, but they want [INDISCERNIBLE] There's not
563 enough residents here, definitely understand that. But I obviously think meetings
564 should be held different places in the area. Well again, this is an opportunity for
565 us to see something different. A bridge is going to come no matter what, the
566 bridge that we have there is gone. We wan to see a new bridge as an

567 opportunity. There's nothing better than gapping the bridge between Boyle
568 Heights and downtown LA and West LA. I work at the Boyle Heights Tech
569 Center. Our team there is, the bridge to Boyle Heights, I mean, the bridge from
570 Boyle Heights to Hollywood, we are the only city [INDISCERNIBLE] to have a TV
571 studio and a music studio. That gap to Hollywood is there. Build that bridge to
572 Hollywood. Same thing to here, from Boyle Heights to downtown, as much as
573 downtown is growing. Whether they say, the more expensive to rent in downtown
574 than Bel Air, well, might as well make down, Boyle Heights, continue to make
575 more heights for everyone. This is an opportunity for all the residents who are
576 here to take advantage of what's being offered. I probably went in circles, but just
577 wanted to just say that I think that.

578 **ROCIO HERNANDEZ:** Thank you for your comments. Daria Nuñez, followed by
579 Raul Diaz.

580 **DARIA NUNEZ:** [SPEAKS SPANISH]

581 **TRANSLATOR:** Hi, good evening. My name is Daria Nunez. I am a resident of
582 uh [SOUNDS LIKE] Pico Aliso in Boyle Heights. I am excited about the park, but
583 I'm also concerned about the pollution.

584 **DARIA NUNEZ:** [SPEAKS SPANISH]

585 **TRANSLATOR:** What I want to say is that, please take all the precautions
586 necessary to protect the community from all the pollution. All that this project will
587 bring, sorry.

588 **DARIA NUNEZ:** [SPEAKS SPANISH]

589 **TRANSLATOR:** I just wanted to clarify she was talking about the place. I know
590 that we need to bring more community, uh, people, members in the community to
591 these meetings. And uh, I talked to people in Pico Aliso and they're excited
592 about, Pico Gardens, I'm sorry. Pico Gardens about the park and they are
593 excited and they asked me that, um, to make use of a place. I tried to clarify what
594 place she was talking about. It's a place owned by the city, she said you know
595 what I'm talking about. They know what I'm talking about.

596 **DARIA NUNEZ:** [SPEAKS SPANISH]

597 **TRANSLATOR:** I'm talking about the space where we are going to be building
598 the park. I think that we should have something in the morning for the, for the
599 youth and for, for the youth and for the seniors.

600 **DARIA NUNEZ:** [SPEAKS SPANISH]

601 **TRANSLATOR:** We also need to an aquatic park to incorporate um water
602 activities and we know that summer is coming and uh during the summer it gets
603 pretty hot.

604 **DARIA NUNEZ:** [SPEAKS SPANISH]

605 **TRANSLATOR:** Also I would like to ask you to um have these meetings in
606 different locations so we can have more community members, um, present.

607 **DARIA NUNEZ:** [SPEAKS SPANISH]

608 **TRANSLATOR:** Thank you so much and I also would like to remind you uh like
609 one of my um fellow members said that please [INDISCERNIBLE] documents in
610 Spanish. Thank you.

611 **ROCIO HERNANDEZ:** Thank you for your comment. Okay, so our final speaker
612 this evening is Raul Diaz. You still have an opportunity have an opportunity to get
613 a speaker card in if anyone else would like to speak. And after the close of the
614 comment section, the project team will move to the back of the room, be
615 available to, um, you know, have answer individual questions as needed around
616 the boards.

617 **RAUL DIAZ:** Hello, good evening everyone. Um, follow up some of the questions
618 and concerns that were brought up: environmental, pollution, the soil. I would like
619 to make sure that we protect the soil and we check it before we continue to build
620 the park. I wouldn't want it to be like what happened in the Belmont High School,
621 the new Belmont, where they started the construction and then took four years to
622 get it started because they found lead and asbestos or whatever else they found
623 in the soil. So I would like to really make sure that we check the soil before
624 anything even further from [INDISCERNIBLE] come up with ideas. The ideas are
625 great, but someone tried to bring it up, and we find out later we have to stop the,
626 the development of this park because of what's going on. And after we do that, I
627 would like to make sure that the center the way, the ladies and our elders from
628 the community are talking about, I believe it's the building on the south side of
629 the park off of Anderson, there's an industrial building there that, it's empty and I
630 think we can use it for several things. One, a café or a little diner or little snack
631 shop. Senior citizens in the morning, youth programs in the evening. A multi-
632 purpose room center for everyone to bring people from the other side of the

633 bridge from this side of the bridge. Um, and a big concern that I have, I grew up
634 in the community. I'm from the community. I grew up in Pico Gardens. I continue
635 to hang out in Pico Gardens. I coach. So I see the traffic that's going around that
636 whole, that whole section. What are we gonna do with the big rigs that are gonna
637 be going through there and holding up traffic throughout the day? What are we
638 gonna do about the traffic of the people that are speeding down Anderson and
639 Mission, 7 p.m., 8 p.m., 5 p.m.? What are we gonna do with all the people who
640 are using those little streets to shortcut and to the 101, to the 5 freeway?
641 Because we don't pay attention to that, we have kids from the Pico Gardens
642 projects that are gonna be walking over there. And, and it's obvious. Before
643 getting to the park, it's all industrial. There could be a kid hit by a car there and
644 no one will ever notice because it's so industrial out there. It's not commercial, it's
645 not just [INDISCERNIBLE] or anything like that, so the safety concerns I have,
646 and it's not a big thing on the west side, but on this side it's a big thing, is speed
647 bumps. Speed bumps, one way streets, something to make it safer for our
648 community and our kids and our elders who are crossing the street then. If you
649 go through Anderson, they just put up a stop sign on Anderson and Inez, I
650 believe. As a resident of Pico Gardens, I would always hear people racing down
651 that street. A stop sign just went up there in my whole life there, 42 years. You
652 think that stop sign, it's over? Or one more. Homelessness and historic
653 landmarks. Um, I hope the historic landmarks on the east side of the bridge get
654 put in the park. Um...

655 **ROCIO HERNANDEZ:** Thank you for your comment. Thank you, everybody, for
656 participating this evening and send us your comments. The comment period
657 closes on uh May 22nd and I'll hand it over, if there's any more closing remarks.
658 Okay, we do have additional handouts at the, the sign-in table, both in English
659 and Spanish so please help yourself.

660 **FEMALE SPEAKER:** So hello once again. Um, thank you once again so much
661 for coming out tonight, for making your verbal comments. As Jan mentioned, the
662 comment period will be ending on May the 22nd. So you still have about two
663 weeks or so to either make a written comment, um. We do have over, at the
664 registration table, a few different ways that you can still make a, a comment. You
665 can email Jack or you can mail your comments as well via, via mail. Um, a few
666 other just kind of announcements. Um, over at the registration table we did have
667 an executive summary. So if you did not grab one, it looks like this and it has um
668 several different images inside. So what we actually did is we summarized the
669 initial study, so the initial study is about a 100-page document. Um, we
670 unfortunately um cannot print a copy for every single one of you, so what we did
671 is we have placed copies of the initial study in key locations. So the locations
672 over on the Arts District, we have a copy at the Central Library. We have a copy
673 at the Little Tokyo library, um, over in Boyle Heights, we have a copy at
674 Stevenson Library, Benjamin Franklin Library, Boyle Heights technology center
675 and Boyle Heights City Hall. So if you would like to take a look at the 100-page
676 um document, you're welcome to do so in any of those locations. You're also

677 welcome to grab a copy of the executive summary. So what we did is we
678 summarized the entire document. Sometimes they're a little hard to read. Uh,
679 very tech, you know, tech terms that are hard to understand. So we really um
680 summarized it and made it an easy-to-read language. We did also translate that
681 document into Spanish. Um, so we have that document in Spanish, um, and
682 you're also welcome to grab a copy um in the registration table. And what other
683 announcements do I have? I believe uh that is it. If any of you are interested, we
684 are having um a little separate announcement. On May the 20th, we are having a
685 construction resource and career fair. We have fliers over at the front, so if you
686 know of anybody, yourself, a family member, a friend, who is looking to uh
687 maybe join a union, um, looking for a career change, uh, in the construction field,
688 please um refer them um to this fair. Just wanted to make that announcement.
689 And um, once again, thank you very much. Comment period ends May the 22nd.
690 If you did not um sign in at the front, please make sure you do so, so that we can
691 continue to send you emails and send you notifications of any upcoming
692 meetings that we have. We will be, um, returning in the summer. Um, and so in
693 the summer, we will be providing, um, as was mentioned, some um potential
694 landscape, um, design options. So we are still reviewing all the, all the
695 summaries that we collected, and we will be kind of consolidating them and
696 providing some proposals for you this summer. So please um, look out for that
697 notification and thank you once again for your engagement tonight.
698 **FEMALE SPEAKER:** Um, we—Okay. Thank you. Get home safely.

699 [END AUDIO]

May 11th, 2017

FAST MEETING

Good Evening my name is Rosario and I work for _____ in the Boyle Heights office. I would like to thank the rec members. I would like to thank _____ and _____ and this opportunity to be here along with other committee members. I am here today to discuss the bridge project. This is an important project. It will be for the community. Usually they don't ask the community to provide input. They do not ask the residents what they want. Council members' office accepts this as a priority. We need to have these meetings. We are happy to have community meetings. We would like to see what you want in the park. The other thing is the City of LA, does not have meetings in Spanish. What the city is doing now is that we are now in the process in the environmental process. What we will doing tonight, we will be going other the environmental elements we will be taking in the future You can make comments and questions That is what we are doing tonight. Like I said, the city does not conduct meetings in Spanish. That you did not have access to some of the documents. The other thing that we did like Ana said, we do have a 100-page document. I read the first 5 pages, I could not read it. They used very technical terms that are complicated. We have a summary in English and Spanish. It is more accessible and easier to understand We also have images so you can make a connection with the images and the texts. The period that we have is 30 days. This is for all the big projects. They usually have an environmental process. This was another exception so the community so they had access to the documents We came to you. We usually have the meetings at Puente Learning Center not that far from here. We want to be closer to you. This is what we are doing because

we want you to have more access to more information. So, thank you so much for being here today now Maria will, she works with the Engineering Dept. She will be presenting the environmental elements. Thank you for being here.

Good evening thanks you like Rosario said I am Maria. For tonight's meeting introductions are the first process. We will be sharing with you the findings of the project. We will have a section for comments. The reason for this meeting we are at the first stage we have to also follow the law. This is known as _____. That is the main reason we are here today. The other thing is like I said is the reason to get your input of what you think. We need to study and prepare for this project. There is one form for people who wish to speak before the microphone You have two minutes per person. The other option is you write it out with additional comments. The speakers card You can give it to her and she will have you will have two minutes. The reason why we have two minutes per speaker is because it is late. Please remember you have the opportunity for your comments in writing. As you can see this is the review of the environmental process. Like Rosario said we are in the initial steps of this process. We had a public meeting on May 3rd. We received comments. Put together this meeting to provide more access to the meeting to the public. We have a limit we need to follow we need to do it in a way that it is expeditious. So, we can extend the process but there is a limit on how we can ___ it. As you can see this is a very long process. We will take them into account. This is basically a draft and we will be studying different aspects. This is the draft IR. So tonight, we are focusing on comments about what you think we need to study. Once it is prepared we have to to make it public within 24 days. In compliance with the law and you can also keep the comments on the

Final IER during this period we will also have an opportunity to apply your input. Once the IER is prepared, our house members will have the opportunity to. This process will have several hearings so that the committee including you can attend. Spring 2018 we will have the final IER for the council members. After he speaks I will give you a little bit more information.

Thank you. My name is _____. I am the lead engineer for the park project. This is the map of the proposed project. It will be under 6th street. The bridge will be developed. The blue line will be for bikers and Mission and Clarence. Well tonight I will be talking about the project objectives and providing the elements of the projects. We have three concepts and we will be consolidating them into one. Connect and improve neighborhoods. So, this means basically to have more roads and bike roads to promote pedestrians. And we will be talking about the proposed elements. We will not be including all the elements for the final projects. First Landscape. We have a park. We will also have areas for street vending. Nothing is for sure this is what we will take into consideration. We will have different fields Synthetic turf for the fields. We will also have Splash pads water features dog park. The other things that have to do with the park, benches tables so people can have picnics trees. The park also has an element mobility. So we need to provide the community pedestrian paths and bike paths. There is also a tunnel that will be rehabilitated. This is Santé Fe Avenue. This gives access to the tunnel. Cars go to this tunnel. Usually when we have a new park we also need to improve the infrastructure. Storm water. The utility connections underground in some areas. The next we go back to the rivers potentially West side of the park we would also like to improve the areas around the park so we can have better access to better the community. There are some

concerns about contamination so we make sure to clean it if we need to. We usually have a standard that we follow but now we are applying the residential standard. Park in a urban area demolition work and basically fort the info structure work. These are the elements that are being proposed We have three. One promenade Two and Three. Going back to number one. Linear concept. This means that there are open spaces. Open. So, it also follows the line of the bridge. It is important to know that of all thee elements that are going to be incorporated You don't have to worry about having a football field We are talking about the form that the park will or the shape that the park will be. The Arts Plaza in the West Side we will be having the elements previously mentioned. This is a circular design it is more arches. More circles, Oval. More organic. Like I said earlier we would incorporate. The idea is that we we have different episodes of the bridge as you walk. We go from one activity to the next. Episodic concept. I think I mentioned earlier the blue line on the west side of the river. This will include also a bike path this will connect with a tunnel so if someone is riding a bike can go through the tunnel and go up the river. We The construction will be 18 months. 2020-2022 so we might do this in phases.

7:01

Thank you for this review. Proposed project. My job in the group is to study the potential environmental issued in the area. We will be studying for the following topics. This is according to the ____ of the law. As you can see on the screen. We will review some of these issues such aesthetics. For example, is the lighting for events. This could increase during night. Construction will require lighting depending on the schedule. Existing ritual air quality. The project will also

track sensitive receptors. So, we will be presenting analysis or a study of potential environmental issues. We will also be studying biological. We anticipate bird with light and noise. As you know in that area we have birds nesting in the trees in the area of LA. In this area of LA this is very possible. We will also be studying for hazards and hazardous materials. This is an area that was developed a long time ago. As you know we may have such as a gas station or we have used the land for industrial projects. It will be submitted. But it could spur additional economic growth. Evaluated further in the IER. Traffic recreational facilities will be added to industrial community. Over transit walking applied access will be encouraged. Our study will be about this issue. Construction noise may exceed standards. Also, construction will require large amounts of water. So, these are the main topics these issues will be studied in the report. The reason we are here tonight is we want your input on other environmental issues in this environmental report. Let me go back to this slide. Where is it. Let's go back to the slide where we we are in different areas we study. We are focusing on the environmental issues. And this study is a part of the process. Like I said earlier we would like to get your input. We will go the comment section. The last day to submit is May 22nd. The person in charge is John Also in the office. So, if you have any questions or if you have additional information we are here for you. Like I said if you wish to speak please fill out the speaker form and hand it to the lady at the table. Go home at a reasonable hours. Please remember you have the option for submit your comments email or fax them, we will give you how to get in touch with us and submit your comments.

Speaker #1

7:10

Good evening I am an artist I am a painter. I am a member of this community I was born in white memorial many years ago. I would like to talk about art and this all looks nice. A new bridge but they have not mentioned anything about the murals and the graffiti. And when we do graffiti we go to jail So I noticed that the bridge we don't know the culture. I am not just taking about Mexican. We need to know and let them know that we need to operate the culture that we have so the spray is not going to destroy the bridge. We cannot express ourselves There will be a lot of activities for the children. The only difference is that they are going to penalize us for doing it.

Speaker #2

7:13

Well you heard about how beautiful the project is and we feel inspired but the reality is we need to use our brain and ask what is going on. We are not being put into consideration. The reality is we are going to be affected by this project. Why am I saying all these things because the reality is that it will presenting a very nice area? How much is this going to cost the community and we the people who live near the bridge are already being affected. People get sick with asthma and the soil. They say that the people will be protected during the construction We received phone calls People said they were getting sick. The noise was too much. Our comments were not taken seriously so now we are here. We need to be clear. They need to do studies to study the air, soil and water. So be careful.

Speaker #3

7:15

I think that ___ said what I was going to say Very nice but what is going to happen everything is going to be expensive. Housing is going to be expensive. They are not providing any protection. NO said anything. We are talking about a plan that we are going to be displaced

7:16

Speaker#4

Like my fellow member said I am also very concerned with the pollution We could see all the dust when they did the demolition of the bridge. I have allergies and my children have asthma and allergies. We are still being impacted We are discouraged We are unhappy with the city. Because we are asking for the 100-page document in English. So why do you make this so difficult. We need this document in Spanish we will not be able to continue in the process if we do not get this document in Spanish. So many pages could you imagine. How could we say it is okay? They will not go for it. We need to defend our homes This is the only thing we have. Why have a home We deserve respect? The way I see it we have homes in the surrounding areas. We ask the city that please translate this manual in Spanish We demand it.

Speaker #5

7:19

Good evening my name is _____. Some of you know me I am going to be brief. But I am sure what I am saying I am a resident. Everything that has been said. We have many senior citizens in the area. I almost lost my husband because my husband has asthma. We cannot sleep because of the dust. I am in favor of housing. We are becoming smaller We are being crunched. So, I want to be respected so maybe she is so old she won't live long enough I will live up to a 100 year.

Speaker #6

7:21

My name is Bruce. I am a construction worker and an artist and immigrant. I am making my suggestions with complete humility. In seeking work in the project in September of 2015, I discovered the bottom of the structure for the first time. This stimulated the artistic part of me. This is not how I make a living. I can see that they are doing an old portrait of the project. The point was that I spent 1000 hours on the street and an old man and a table and some colored games attracted my attention. It seemed to me that there was I drew an impression that people were concerned that this special thing was going away. That having been here for 4 generations it was deep in the community's identity. To this end I would like to encourage the city to inquire where an achieve would be accessible. The local kids could be a part of it too.

Speaker #7

7:26

Good evening my name is _____. I am a resident of Pico Gardens. I would like o to ask the Engineering department I do not think it is acceptable. They have not translated the documents. You are talking about 18 months of work They will have all this time. We need more information in detail for the community. So, if you are going to be work for many months I know you have the money to translate. I think this is ridiculous that this is not translated in Spanish or we will protest

Speaker

7:27

I have a couple of comments. The park will be under the bridge. We will have a lot of vehicles We have the 101 freeway. Create a bigger impact on the community. Who is going to be in the park and who will be impacted by the traffic. Who will be walking along the bridge. The noise before the construction and after. IN the long run this will also impact the community and homes. This community will be more attractive. How much people will be willing to pay to live next to the park and river. Who will be living here. L.A has a plan to demolish and to get rid of public housing. Near the park Near the river. So, public housing is long-term and the people in this area. Other thing is traffic. We already have parking problems. So how will it be in the future. Section at the end of the document so people will know how they will be impacted

Speaker #9

7:30

It seems that there is not much left to say. We are being crunched. No one is doing anything about housing. Public housing closes its door we will not have access. We will become homeless. Public housing is presented is 25 plan. It is not affordable. We are being displaced by the bridge. You can hear all the different things that came when they were demolishing We went through this for 9 months IT smelt. It was a big problem Now we have to go through another area. So how about us no one said anything about doing a study for the residents. They used to check the lead now I have not heard anything. People have gardens they also I know that you are rushed and that I'm also care about to save my community. With all this pollution, we see the big trucks. We will protest. We need to wake up I think we need a nice city where we can all live. So, I don't want to be like a homeless looking at the building.

Speaker #10

7:34

That our history and our art and culture is not displaced. I agree that we need representation for eat that will not be destroyed. And for us to be able to take our own heritage here But I am saying this English. I am saying this in English the most important thing we need to keep in mind is the environmental issues. 17 train lines going through it. And they have also been cleaning and repairing these trains in our backyard. Many of us have health issues because of this. My family we have more than 1 issue of children with cancer. I hope that we take every measure to ensure the safety of our families. And then we can start moving forward with all the aesthetics. Thank you.

Rosario

Well it seems that you have all made your comments. The other thing I would like to mention is that if you have a comment or if you were not available today. Instead of mailing them you can give it to us and we will be glad. You can bring it to us and we will forward it to the office. Again, thank you so much for everyone being here today. This is not over. I would like to invite you to continue being involved. Because there is a lot left. IN the next meeting, we will be presenting the design based off what you suggested. This meeting will be in the summer of this Year.

Probably in August. It is important that you join us for that meeting. We are not finished. We just explained what the environmental issues will be included in the study. We will be responding to each one of the comments. Once we have all of the elements we will come back to you. You will have another opportunity to let us know if there is something we missed, something we forgot. Something we didn't study. If this is the meeting you attend, please write down your name, your address. I am not going to show up to your home for lunch or something like that. We want your contact to let you know about the next meeting

Question

When will you bring the document in English

The 22nd is the deadline We have until the 22nd. When we have the draft, we will also have the version in Spanish Thank you again and Good Night. Bye

1 [BEGIN AUDIO]

2 **ROCIO HERNANDEZ:** Hello, good afternoon. Good afternoon. I don't hear
3 energy in the room, so good afternoon. Or good evening. So god evening. My
4 name is Rocio Hernandez and I am the Boyle Heights area director for
5 Councilmember Huizar. So on behalf of the councilmember, welcome to tonight's
6 environmental scoping meeting. Thank you so much for really taking the time
7 after work and making the commute here um to really um join us today in sharing
8 some of your comments and your feedback and your questions about the
9 environmental review process that we are currently engaging in.

10 [SPEAKS SPANISH] Muy buenas tardes my nombre es Rocio Hernandez, y soy
11 la Directora de la oficina del (INDISCERNIBLE) aqui en Boyle Heights,
12 bienvenidos a hesta junta. Muchisimas gracias por acompanarnos en el dia de
13 hoy. Si husted habla espanol y necesita audifonos, tenemos aqui atras a Gloria
14 que esta alzando su mano y ella , este, va a proveer,..heste lo audifonos para la
15 traduccion. Asi que por favor, si ocupan heste audifonos para la traduccion,
16 heste, pueden ir a visitar a Gloria que esta aqui atras. Gracias.

17 Um, so tonight um we are very excited to have you here. As you know, um, the
18 6th Street Park is 12-acre open space. It's a \$23 million dollar park project so
19 we're very happy to bring this um new park to both the Arts District and Boyle
20 Heights. We are also as a city um really prioritizing um, obtaining community
21 feedback. Um, the city rarely solicits community feedback when they build um
22 new parks and other projects, so um as out of request of the councilmember, we

23 have really been um trying to engage the community to find out what types of
24 amenities you would like to see in this new park. So thank you once again for
25 being here today and thank you for really being engaged throughout the process.
26 And so tonight, we are here because our bureau of engineering um department
27 for the City of LA is initiating the environmental review process. And so what we
28 will be doing tonight is we will be um talking to you about some of the
29 environmental um possible impacts that will result as um as a result of this
30 project, so things such as you know traffic, noise, air quality, and a few other
31 issues as well. So we um really want to hear from you. We want to hear your
32 questions. We want to hear your comments, and um, that's really you know why
33 we're here um today so once again, thank you so much for being here. And if you
34 um, when you walked in, there were several documents that were in the back, so
35 we had an agenda, we had um an executive summary, and um notice of
36 preparation, so please make sure that if you did not sign in, and if you did not get
37 those documents that you please go ahead and do so. And so I will be going very
38 briefly over tonight's agenda. So after my remarks, we will have an overview of
39 the [SOUNDS LIKE] CEQA environmental review process. Um, following that
40 presentation, we will provide a brief overview of the project description, so for
41 those who have been attending the meetings, this will be a brief summary. Um,
42 for those who are new tonight, um you'll get to see what the project scope
43 entails. Following that presentation, we will um go into the initial study findings,
44 and lastly, the bulk of tonight's meeting will be on the public comments. So this

45 will once again be an opportunity for you to ask questions, make um a public
46 comment. We do have two transcribers who are here at the front of the room.
47 And they will be um documenting every single question and every single
48 comment that's made today. So every comment and question will be um officially
49 on file. Um on the back, we do have some comment cards. So if you would like to
50 make a comment tonight and you did not prep a comment card, please do so.
51 Um, Hillary in the back is uh raising the comment cards, so please make sure
52 that you grab one and prepare your comments when um, so when we get to that
53 portion of the presentation. Um, each speaker will have um two minutes to uh
54 make their remark. We want to just be, you know, as fair as possible to everyone
55 in the room, and for those comments that are made in Spanish, we will allow an
56 opportunity for four-minute remarks to allow for time for translation um of that
57 comment. So um, once again, thank you so much for being here. Um, thank you
58 for being engaged uh throughout this process, and um, we look forward to um
59 hearing your comments and your questions. And I will now be turning it over to
60 Jan. Thank you.

61 **JAN GREEN REBSTOCK:** Good evening. My name is Jan Green Rebstock. I'm
62 with the city's Bureau of Engineering Environmental Management Group and
63 we're here to help shepherd you through the environmental review process for
64 the 6th Street Park Project. So I'm just briefly gonna touch through the
65 milestones, um, that you would experience through the California Environmental
66 Quality Act, um, environmental review process so that you can join us on this

67 journey. So here we are, spring 2017, and we've released a notice of preparation
68 initial study document, and we're receiving comments on that document through
69 May 22nd. The initial comment deadline was the 15th and that's been extended
70 through the 22nd. What you'll find in there is a description of the types of elements
71 that the project may include and what our environmental analysis is gonna focus
72 on. And then we used the uh CEQA guidelines checklist to step through a variety
73 of environmental resource areas and use the thresholds associated with that to
74 make determinations about what the potential environmental impacts um could
75 be from construction and operation of the project. And we'll spend a little more
76 time uh talking about those in detail later in the presentation, after we review the
77 project components. What we're gonna do tonight is take your feedback, um on
78 what you think the scope of the environmental review should include, and we will
79 document that through a transcript of tonight's meeting. We will also take all
80 written comments that we receive, um through letters and email or the comment
81 cards that you provide tonight. And then we'll make a record of that. We will, uh,
82 post it on our website, and then that will inform our review of the technical
83 analysis and what should inform the tech, the scope of the technical studies
84 going forward. And then you'll see the results of that in the draft environmental
85 impact report that's gonna be released in winter 2017, okay? At that time we will
86 also have another public meeting where we will share the results of those
87 technical studies and the findings in that report. We will take your comments
88 again and comments we received from public agencies and have, and evaluate

89 whether that should change the scope or findings or if additional studies are
90 needed, and that will be reflected in a final EIR. At that point, we will present our
91 findings to the decision-making body, which in this case is the um Los Angeles
92 City Council, and we will ask for them to certify our document and then approve
93 the project. So that's the general process, and um at this point I'm gonna turn it
94 over to Megan and she's going to review for you the major uh components of the,
95 of the project and the various designs that are being considered right now.

96 **MEGAN ESOPENKO:** So, hi everyone. My name is Megan Esopenko. I'm with
97 Hargreaves Associates and we're part of the design team that's um designing
98 this park. Um, so as many of you know and as many of you have been in
99 previous meetings, the park um runs from Mateo Street on the west side and
100 goes all the way to the US, um, US Highway 101 on the east side. Down the
101 middle of the, of the site is the, um, the river, right here, the LA river. Um, and it's
102 also bounded by uh two major rail corridors that run on either side of the river, so
103 this is presenting connectivity challenges in the site. Um, the red boundary is the
104 whole EIR so that, Jan and her team will be looking at. Um, additionally, we have
105 all of the streets that are running through the project: Santa Fe, Mission Road,
106 Anderson and Clarence. So some of the project objectives, um, so we really are
107 trying to serve the open space and recreational needs of the surrounding
108 communities, particularly the arts, um, district and Boyle Heights. Um, we're
109 trying to connect and improve the neighborhoods. Um, we're gonna incorporate
110 sustainable design consistent with the city plans, encourage active modes of

111 public transportation, um, promote beneficial storm water capture, and provide
112 safe pedestrian and bicycle access through and to the site. And then, I'm gonna
113 quickly run through a list of the proposed program elements. This is the really
114 extensive list. It looks at a number of different things and we're gonna test these
115 compared to the funding that we have and try to find the best fit for this project.
116 We're also taking public input. We're gonna capture that to try to understand
117 what you guys want and need in this park. Um, so the first potential element is
118 landscape planting, irrigation systems and open space. We're gonna try to
119 maximize that as much as we can. Um, we're going to incorporate a performance
120 area, public gathering, um, assembly areas and definitely try to include public art.
121 Um, we're working with a public artist on this project. Um, we're going to look at
122 how we can include support facilities, which might include a field office for Parks
123 & Rec, who might be managing the east side, as well as maybe some
124 concession buildings. Um, the next is recreational courts and fields. We know we
125 definitely are gonna have a soccer field on the east side, um as well as there
126 could be a potential for basketball for other sports courts, soccer warm-up areas
127 and a potentially a skate park. The next thing is, um, trying to incorporate
128 playgrounds for children, um, as well as the potential to add a splash pad. Um,
129 we might look at how we could incorporate a dog park into this, into this area.
130 And then we'll definitely try to figure out how we can put um site furnishings and
131 amenities within this park, such as benches, tables, bike racks, um, bike rentals,
132 kiosks, and look at how restrooms might be located within the area. Uh, the next

133 thing we really need to think about is mobility. How are people getting to and
134 from this site? Um, we'll look at the internal parkway connections as well as the
135 bicycle paths and pedestrians, pedestrian paths that lead to the park. Um, and
136 then, there's the tunnel that's on the west side, uh, that comes from the arts
137 plaza and actually opens up into the river. So we might look at how to um
138 rehabilitate the tunnel to maybe include some lighting and uh make it a safe
139 place for people to go. Uh, the next thing we will need to think about is utilities.
140 Some might need to be moved or relocated based on the park design. And then
141 infrastructure. Um, so adding retaining walls and storm water infrastructure that
142 would need, need to be there. So as I said, the tunnel that opens out into the,
143 um, LA river, we might want to think about how we could potentially add terracing
144 or vegetative planters along that slope. Um, and then connectivity improvements
145 again. So how do we cross all those major streets that I was showing you before.
146 So we need to look at pedestrian crosswalks and safety to get, to get across the
147 entire site. And the, this is the last page of these project elements, so um, there
148 might be a need for remediation, so what, what will that look like? Um, we need
149 to think about the demolition, demolition activities that might include, that might
150 be there, including uh existing infrastructures such as buildings, pavements and
151 roads, uh, and then right away acquisition and relocation. So what do the edges
152 look like, and how can we maximize the edge space to our advantage for the
153 park? So um, I see a lot of familiar faces. I know some of you guys have been at
154 the previous design meetings that we held in February and March. Um, the first

155 one was about getting an understanding of the potential things that you guys
156 want. We had over a thousand survey responses, which was great. Um, so we're
157 trying to fold those into the designs. Um, and then we had the, the most previous
158 one in March, where we showed three different design options. Uh, the survey for
159 this is still ongoing and we're gonna touch on it on the last slide about how you
160 can still be involved and still give your feedback, um, but I'm just gonna run
161 through quickly uh the three different concepts that we, we presented. Um, so
162 really what we were trying to do at this meeting was set up a landscape
163 framework, uh, for the project. Try to understand how we can organize the
164 spaces to then accommodate all the program elements or some of the program
165 elements that are previously discussed. Um, so the first one was Promenade,
166 which is all about the direct connection. The second is Canopy and Object, which
167 is about these meandering pathways that run through the site. And the third is
168 Episodic, which is kind of a combination of both. So what I really want to, what I
169 really want you to understand is that in each of these three concepts that I'm
170 gonna present, um, they have the opportunity to hold the same amount of
171 program. So no matter what you can fit the same amount of program in any one,
172 so it's not like I'm picking one that only can hold, you know, a soccer field and I'm
173 instead picking three that can hold everything. They could do the same thing. It's
174 just about the organization. So like I said, the first one, promenade, is really
175 about this linearity. It's taking the, um, taking the, um, taking the
176 [INDISCERNIBLE] of the new bridge structure, and representing that on the

177 ground. And it's all about the streamlined promenades that we create. So for
178 each of these, I'm just gonna walk you quickly through the east side all the way
179 to the west side. So the east side, the east side, on the south end, would be this
180 streamlined promenade that is wide enough to have potentially um marketplaces
181 and tent structures that could be set up along this outdoor, outdoor street. And
182 then, just north of that, just north of that, there's three lawns that would come
183 across the entire site. These would be wide enough lawns to hold outdoor, um,
184 festivals both large and small, performance areas gathering on these big lawns.
185 And then, running again linear, linearly above the lawns is this wide open hard
186 space zone. And this is where the potential elements could be inserted into that
187 zone. So this is again all about the linearity. As you go to the west side, this
188 linear concept continues, and you would come out of the tunnel and the terraces
189 would be linearly organized across the site, and you would have the space for
190 outdoor performance and a stage at that point. And then just across Santa Fe,
191 again we have these long walkways with the tree-lined, the tree-lined promenade
192 on the north end, and then these series of rooms that would come off of them. So
193 that's the first one. The second one contrasts that, in that it's no longer linear, it's
194 now makes some curvy, linear spaces that, curvilinear pathways that end up
195 creating spaces within where you could have program, like the program I
196 mentioned earlier, or also um nature areas like tree and meadowed areas. So
197 again, we would have long spaces on the southern end here and here that could
198 potentially have the opportunity to have outdoor festivals and events. They would

199 be large enough spaces to do that. And then, inserted within, in these zones, the,
200 the cream colored zones is where the program could potentially go. Um, when
201 you come out on the arts plaza side, the curvilinear approach continues and you
202 would have the terracing that would come up the slope and then also have a
203 stage there as well for performance. And then across Santa Fe, um, we again
204 have, have these rooms that are defined by these pathways and there would be
205 a large lawn and potential program area there. The third and final concept,
206 episodic, is about a combination of these two, uh, designs, designed approaches.
207 It's about the curvilinear and the linear. And so, this would be defined by the
208 columns here and here and here. And they create these different outdoor rooms,
209 so you would get a different episode or experience as you would walk through
210 this space. Again, we would locate the lawn on the southern side to get the most
211 southern exposure and then, and then this series of programmed rooms would
212 be adjacent to that and they would all be different. And then as you come out of
213 the tunnel on the west side, you have this, this different arts plaza again where
214 half is about the linear terracing and half is about this curvy terracing and you get
215 that contrast. Um, also enough space here to hold a performance area and
216 stages. And then across Santa Fe, you again have the approach down from the
217 ramp that is this curved edge, but then there's a series of rooms as you get to
218 Mateo Street. So that's the general design approaches that we've started
219 thinking about. Um, Jan and her team is gonna look up the environmental
220 impacts of program as we start to incorporate them, and the intent is to come

221 back to you guys in the summer with one... uh, one design approach and one um
222 concept that we think is appropriate based on all of your feedback. The last thing
223 I just want to touch on quickly is um when you come out of the tunnel here, um,
224 you're at the LA River. And um, overlooking it are currently just proposals and
225 these are very conceptual right now. Nothing is um set in stone. Um but it's just a
226 concept as to how a bikeway might connect and come down and
227 [INDISCERNIBLE] into the site and how these um green areas could be terracing
228 proceeding and enjoyment along the river. But again, just in concept. So I'm
229 gonna pass it over to Mauricio now.

230 **MAURICIO:** Good evening. My name is Mauricio [INDISCERNIBLE] and we're
231 the lead consultant for this project, so uh two members of Hargreaves and
232 [INDISCERNIBLE] architecture and JBA are part of the team. And so our role is
233 to basically provide a design and deliver it to the city, and then the city will um
234 seek bids and go through a bid and award process, and then going through
235 construction, so the construction schedule right now is anticipated to be about 18
236 months long. Um, and with that... pretty short speaking part for me. Yeah.
237 Thanks.

238 **ROCIO HERNANDEZ:** Sure. Okay, so now we're gonna spend a little time uh
239 talking about the scope of what the environmental review is gonna include and
240 some of the potential impacts that we're gonna be looking at. This is the range of
241 impacts, the range of resource areas that we're gonna be looking at. And I'm not
242 gonna go into um detail about all of them but I am gonna highlight for you some

243 of the major issues that we're gonna be analyzing and how they, and how they
244 relate to this project and if you've missed this, this information is um more
245 thoroughly detailed in the initial study, and there's boards in the back as well with
246 the, the pictures. Okay, so first of all, our major concern uh regarding aesthetics,
247 in general we think construction of the project um or operation of the project is
248 gonna approve the general aesthetics of the area, but uh project lighting and
249 glare, especially associated with events, nighttime events, um, is a concern so
250 that's something we want to look at. Also air quality, uh, you might be aware that
251 we are an existing non-attainment area, uh, for certain pollutants, um, in
252 particular these include ozone. Particular matter, 2.5 in particular matter 10
253 microns and lead. And so any additional pollutants, um, or any additional
254 contributions of those pollutants can uh exceed thresholds or during construction
255 and operation phases. The uh air pollution that would be generated from this
256 project where mostly would be anticipated during operate, during, it would be
257 construction equipment or during operations it would be vehicle emissions. Um
258 those are the major sources that we're looking at. Um, but we also acknowledge
259 that the EI, um, that the project could expose sensitive receptors, um, to these
260 pollutants, so we're gonna be looking at that as well in EIR. Okay, relate, related
261 to biological resources, um, we do know that there's bats and nesting birds, um,
262 in the area, in particular there were some on the initial, uh, original bridge
263 structure. So we need to look at how that's, uh, how that, those populations might
264 be impacted during the construction and operation of the project. Okay, um, we

265 definitely will be looking at cultural, historic or paleontological resources. Um,
266 what's known in the area and how that might be impacted during project
267 construction. Hazards and hazardous materials, we are aware that there are
268 contaminated soils present on the site, and so likely there will be some removal
269 during the construction process. Um, and then you know, so we're gonna have a
270 discussion about existing uh previous studies related to the soils on the site.
271 Those will be summarized in the EIR and uh next steps will be discussed in
272 terms of their remediation process. Um, related to population and housing, um,
273 you know the project is not gonna be constructing any new homes or businesses,
274 but it could spur additional economic growth, uh, in the area, which could create
275 new growth in the local community and region. So we are gonna evaluate that
276 issue further in the draft EIR. Related to traffic, uh, recreational facilities is what
277 we believe to be the um the biggest traffic generator. And so we want to look at
278 how pedestrian safety might be affected there, and then just the additional traffic
279 from those uses. So public transit, walking and bike access and the connections
280 are all um, we're gonna be very mindful of that during the design process, and so
281 that, these connections will be discussed in the draft as well. Thank you. Sorry
282 about that. Okay. So we're all on the same page now. Water quality and
283 hydrology. Um, so when we're looking at any terracing, or potential construction
284 of the bikeway in the river, we ant to look at how the change on the, the channel
285 walls could impact drainage patters, um, or any impacts to water quality during
286 the construction process or hydrology during operation of the process, after those

287 modifications to the channel wall have been made. Okay? So with that, we are
288 gonna move toward opening up the public comment period portion of the
289 meeting. So we do have speaker cards available at the back of the room. Some
290 of you might have already uh filled them out. Um, if you don't want to speak
291 tonight, please feel free to complete a written comment card or you know take a
292 little longer to review the initial study and gather your thoughts and then you can
293 send us an email or a letter. Um, the comment period has been extended to May
294 22nd. So you don't have to speak tonight. You're not losing your opportunity to
295 comment this evening, or to comment if you don't talk this evening. We are
296 gonna have a transcript of uh this evening's proceedings and that will be posted
297 on the web site once it's ready. Okay? This is, there's two websites where you
298 can obtain environmental documents and those will be updated throughout the
299 environmental review process. And also I think you heard earlier, the design
300 survey is still um accepting responses so please feel free to participate with that.
301 Okay, and with that, um, as I mentioned, we do have a transcriber this evening,
302 so when you come up to the microphone to speak, please state your name and
303 speak very slowly. Um, so also the translator and the transcriptionist. And um, oh
304 yeah. And just a gentle reminder that there is a, uh, two minute, we're timing
305 each speaker for two minutes so that everybody has an opportunity to speak.

306 **MALE SPEAKER:** Can we, uh, turn off the projector now?

307 [INDISCERNIBLE]

308 No problem.

309 **ROCIO HERNANDEZ:** First up this evening, we have [PH] Margarita Amadar,
310 followed by [PH] Edwin Amorado. And sorry if I butcher your names.

311 **MARGARITA AMADAR:** Good evening, everyone. Um, I wrote down my notes
312 so that I make sure I stay on time. Um, my name is Margarita Amador. People
313 know me by Margo and I've been a resident of uh Boyle Heights, Pico Gardens
314 all my life, and I am also a resident now of [SOUNDS LIKE] Whittier Boulevard,
315 so um some of my uh comments um are related to access to the residents, um.
316 Will the sidewalks be in the conditions for residents who will walk to the park?
317 Will there be any additional street lighting? Will the sidewalks be free of
318 obstructions like unused utility boxes, unused and extra utility poles? What
319 methods of public transportation will there be for people in Boyle Heights who
320 don't live within walking distance? For example, will buses, like the bus line
321 number 18 and 720 currently down Whittier Boulevard stop here? How will, how
322 about the DASH? How will uh the Whittier and Boyle intersection look? It will be
323 the entrance into the bridge from Boyle Heights. Is there any way we can use the
324 old arch and street lights at this intersection or in the park? It's just a great way to
325 pay tribute to our old bridge. In regards to the park maintenance, uh the safety
326 and cleanliness of the park is extremely important for families who use the park
327 to feel safe and want to continue to use the park. Will there be additional security
328 beyond LAPD and rap? This will be a big park and we want to make sure it's
329 used to its full potential by our families and our seniors. Is there any filming on
330 site? Can filming fees go towards keeping the park clean and safe? If the park is

331 used for organized programming, maybe they too can pay fees towards this. If
332 we have parking uh meters in the surrounding streets, can parking fees go
333 towards the park maintenance and security? Uh, we are, um, we should always
334 be, um, conscious that we can always be in a drought again, and will there be
335 watering for the park? Where will the watering for the park come from? Is there a
336 way that we can clean the water at the LA River and Hollenbeck Park, and
337 recycle for all three sites? [INDISCERNIBLE] All three are so close to each other
338 and it just makes sense to uh recycle for all these locations. Thank you.

339 [APPLAUSE]

340 **ROCIO HERNANDEZ:** Great. Thank you for your comments. Okay, next we
341 have Edwin and then uh Lori Atwater.

342 **EDWIN AMORADO:** Hi, good evening. My name is Edwin, I am from Keep LA
343 Green. Uh, just wanted to repeat a proposal by James [PH] Membrano at the last
344 reading, uh, regarding a boxing gym. I think it'll be great for rainy days. Um, also
345 for the youth here in Los Angeles. Um, also my company, we sell organic
346 fertilizer. We deal with drought landscaping. So if, uh, we're there if there's any
347 help needed. Uh, we deal with all of that as well. Also, we just uh,
348 [INDISCERNIBLE] and there's a new uh park, Lugo Park and we've had a, um,
349 actually uh, crime has gone down in that area because we keep the lights on 24
350 hours. Maybe that's a good idea for, for, for the bridge as well. Also, um,
351 reducing parking will increase walkability in the city. I think that also, that would
352 also be great. And maybe um, I'm excited to see what the archeological findings,

353 um, will be at the bridge. Uh, I'm not sure if you guys are aware. Uh, San Diego,
354 the findings that they have there on humans being here in the Americas 100,000
355 years. So that's pretty much it. Thank you.

356 **ROCIO HERNANDEZ:** Thank you for your comments. So Lauri, and then she'll
357 be followed by Russell Brown.

358 **LAURI ATWATER:** Thank you. My name is Lauri Atwater. I live at 135 South
359 Clarence Street, which is about three blocks from here. And I'm very excited
360 about this project. I'm expecting to use the park myself with my family. But I want
361 to remind all of us that Los Angeles is in the middle of a crisis. The crisis is a
362 crisis of homelessness. I am construction manager, project manager by trade. I
363 participated in EIRs before. And the EIR process doesn't really facilitate the
364 assessment and determination of how homelessness will be impacted by this
365 project. The United Way of Greater Los Angeles is responsible for the
366 coordination of homelessness impacts and uh improvements uh but the EIR
367 process is the best time for homelessness to be assessed. Under Section 8,
368 which is housing, population and housing, as well as Section 9, which is public
369 services, um, I'm recommending that United Way of Greater Los Angeles and a
370 task force specific to this community, um, participate in an assessment of
371 homelessness. This project will attract the homeless. And if we ignore it and we
372 proceed with the EIR the way we typically do, we'll never do any kind of
373 assessment. And not only that, there's funding that we have approved through
374 legislation that is available to address the issue, but unless we have the EIR as a

375 catalyst and the EIR makes a determination and recommendations then that
376 funding cannot come to this project. And so I recommend that we address how
377 homelessness, and there is a homelessness count that would have identified the
378 homeless that are in the project scope area.

379 **ROCIO HERNANDEZ:** Thank you very much. Okay, so Russell Brown followed
380 by Joanne with the Central City Association.

381 **RUSSELL BROWN:** Hi, my name is uh Russell Brown. I'm actually chair of the
382 regional connector, which is a connection of the subways that connect everything
383 uh through downtown. Um I was also a 15-year resident of downtown in the old
384 [INDISCERNIBLE] district. You know, I remember when I first lived downtown
385 arts district, it was not connected to anything, transit-wise. And here we are 15
386 years later, it's not a whole lot different. Um, so my question is, there's been
387 unanimous support from many of the community members for a 6th street station
388 that would be the extension. How would that be included in the park? I know
389 there are long-term plans of the eco-line Santa Ana branch it be going through,
390 but that's 10 years away. So the short-term solution is Metro is recommended. If
391 there should be a turnaround facility and revenue service would be important, so
392 what can we do as a community to speed up the process of not only a 6th street
393 station being integrated to the park, but a 1st, 2nd street station. And how can we
394 also make sure that bike share, ride share, um, Zip cars, electric vehicles are
395 also incorporated in the plan to make sure it's as multi-mobile as possible.
396 Thanks.

397 **ROCIO HERNANDEZ:** Thank you for your comment. Okay, Joanne followed by
398 uh Samuel Gonzalez.

399 **JOANNE:** Hi there, my name is [PH] Joanne Megannon. I'm with Central City
400 Association. Um, I've been working in downtown for a couple years. I'm very
401 excited about the park. Um, I'm gonna echo what Russell just said before me
402 about the 6th Street Metro Station. Um, it's very important for arts district in
403 general to have a metro station, uh not just for its residents but for the upcoming
404 development and to bring in more businesses and more walkability to the area,
405 as well as access to the park. So my question simply is how will the park design
406 integrate that potential station, and how will it increase transit access? So, thank
407 you.

408 **ROCIO HERNANDEZ:** Thank you. Samuel Gonzalez. And he's our final speaker
409 unless anyone else would like to submit a comment.

410 **SAMUEL GONZALEZ:** Okay, so thank you to everyone who's here representing
411 community, especially you from Boyle Heights. You know, I've been coming up,
412 you know I've been talking about a lot of the different community needs, and of
413 course, one of the things that I've been bringing to the forefront is, you know,
414 really especially for you know the Boyle Heights community, we have so much
415 interest in wanting to find um artistic and uh cultural representation within the
416 community, and also some reflections of just kind of the um the, the native, you
417 know, natural surroundings of California we really like to see represented inside
418 of this project. And you can see all the different type of nature of Southern

419 California kind of represented in this project. And uh [INDISCERNIBLE] really
420 environmentally good. But along that line, I have to just really point out about the
421 environmental thing, you know, I hope we take into concern as we start testing
422 for a lot of these things in our community. We have so many health problems that
423 are related to environment that are you know related to the average 650,000 to 2
424 million cars that can go through our neighborhood a day. You have a, uh, an
425 impact but even more so I hope that we also think about the history of these
426 spots that we're dealing with. For 130 years, those areas have been used for
427 train lines. A lot of the chemicals that were used in those early years have
428 caused a lot of diseases. In my own family, we have several occurrences of
429 childhood leukemia, um, that was caused by environmental uh, by environmental
430 causes, uh most likely from benzene that was on a degreaser that was used by
431 our train lines in the area. It's very important. I would hope that we take the best
432 measures to really check for what's going on, especially for dumping grounds
433 around Anderson and Clarence which I'm sure anyone who lives in the area, the
434 neighborhood knows, they're constantly having to clean up with hazmat, um, just
435 a lot of very terrible stuff that has been put there, so I hope that we can keep that
436 in mind as we plan for um this bridge as well that traditionally over near Anderson
437 and Clarence in the nighttime that has been a traditional dumping spot for some
438 very, very terrible chemicals. So can you keep that in mind and try to have
439 security so we can try to mitigate that program? Thank you, everyone.

440 **ROCIO HERNANDEZ:** We do have a few more speakers. [PH] Delmira
441 Gonzalez and she is going to be followed by [PH] Ophelia Planton. Platon, sorry.

442 **DELMIRA GONZALEZ:** Buenas tardes a todos my nombre es Delmira
443 Gonzales, y soy residente de Pico Gardens y tambien am soy representante de,
444 de 300 familias que hay en Pico Garden, y las casistas.

445 **TRANSLATOR:** Good evening, my name is Delmira Gonzalez. I am a resident of
446 Boyle Heights and I'm here representing 300 families.

447 **DELMIRA GONZALEZ:** Pues nosotros hestamos preocupados tambien porque
448 del desarrollo que se viene, por el trafico que se esta haciendo ya, y, pues yo
449 creo que quando ya esta el parque todo eso va a ser..va haber bastante trafico.

450 **TRANSLATOR:** Our main concern is traffic in the area, especially during
451 construction.

452 **DELMIRA GONZALEZ:** y pues tambien ah tambien, este las cosas que se van a
453 hacer pues, heste espero que el zacate que se va a poner que no sea estetico
454 porque sabemos que el zacate que es estetico esta dando cancer.

455 **TRANSLATOR:** And I hope that we don't have synthetic turf because it's known
456 to cause cancer.

457 **DELMIRA GONZALEZ:** Y pues tambien, ah...como arriba va a estar el el puente
458 y abajo va a estar el parque, pues yo pienso que tambien va haber mucha
459 contaminacion de los oh..., de el trafico que va a estar pasando, heste.. pues
460 esperamos que tengan mucho cuidado para que no pase eso porque ah...pues
461 ahi en el area han muerto muchas, muchas personas de cancer.

462 **TRANSLATOR:** I'm also concerned about pollution caused by all the cars that
463 are going to be, because the bridge is, we're gonna have the bridge and then the
464 park is gonna be underneath, so there is going to be a lot of pollution from all the
465 traffic. Uh, so I hope that you take measures to uh lessen the, the effect of traffic
466 on the people and I know that a lot of people have died in the area because um
467 they, because of cancer.

468 **DELMIRA GONZALEZ:** pues me gustaria ver una, una cancha para que los
469 muchachos deslizen sus patinetas, porque ellos andando deslizando sus
470 patinetas, um..en los uhm...bordes de las aceras que hay de las oficinas y, les
471 ponen vela, y a veces ellos son, estan..estan en el en la entrada de un freeway
472 donde esta la tecnologia ...una escuela?, entonces ellos ahi son, embaran
473 mucha vela, y pues y es muy peligroso pues es una entrada del freeway y
474 tambien van a la oficina del Pico Gardens, y tambien ellos va deslizando sus
475 patinetas porque no no hay un lugar donde hacer eso.

476 **TRANSLATOR:** I'm also in favor of um having a skate park. I know that the kids
477 use the sidewalks as a place to skate because they don't have anywhere else to
478 go. Also there is... there is like an entrance to the freeway that they're very close
479 to the entrance, and that's very dangerous. They also go up to uh high school to
480 um to use the, that area, as an area to use their skateboards.

481 **DELMIRA GONZALEZ:** Y tambien me, me encantaria ver el parque aquatico
482 para los ninos que a veces hace calor y los ninos quieren mojarse, pues que no

483 podemos poner, haver que casi .. pues ahi en esos chorritos de agua puedan
484 ellos mojarse

485 **TRANSLATOR:** I also think that having water activities, like an aquatic park, it
486 would be great because it gets really hot here in the summer and the kids are
487 not, they don't have, we don't have a swimming pool, so that would be a great
488 way of kids to play with the water and during the summer.

489 **DELMIRA GONZALEZ:** y tambien nos gustaria para los ninos nos gustaria ese
490 lugar que tiene la ciudad que, ah.. pues que tenga algo para los ninos, porque el
491 lugar que teniamos aqui en [INDISCERNIBLE] lo han cerrado, y pues ahy
492 muchos ninos en la comunidad que que se necesita ese lugar para
493 entretenimiento, para que vayan a comer, y pues eh.. algo que alla ahy, en ese
494 lugar para todas las personas que vivemos cerca de ahy.

495 **TRANSLATOR:** I also think that it's very important to have a... oh. Sorry. Um, I
496 also think it's very important to have something for the services for the senior
497 citizens. There was a place that just closed down, so we need something for
498 seniors. Maybe a center or a place where they can go and where they can have
499 some activities and have lunch.

500 **DELMIRA GONZALEZ:** bueno pues esperamos tambien que ese parque tenga
501 uno horario de.. de asi como los otros parques que ya para las 8 ese parque ya
502 este cerrado, porque ahy hay muchas viviendas, y ahy familias, y esperamos,
503 pues que no perjudique todo el ruido y todo eso y que no haiga contaminacion. Y
504 gracias.

505 **TRANSLATOR:** I also think that there should be a schedule for the park. I don't
506 think it should stay open after 8 o'clock because we have a lot of homeless in
507 the, in the surrounding areas, so I don't think that would be fair for them. Thank
508 you so much.

509 **ROCIO HERNANDEZ:** Ophelia is going next, followed by Ana Hernandez.

510 **OPHELIA PLATON:** Hola buenas tardes, my nombre es Ophelia, y yo
511 pertenezco a la Union De Vecinos. Y somos vecinos de aqui vecinos de Boyle
512 Heighs, y mas que nada estamos preocupados por tanta contaminacion que ahy
513 aqui en Boyle Heights, y tambien estoy preocupada porque van a poner el
514 puente ahy donde nosotros este practicamente ya con tanta contaminacion que
515 hay .. eh se me hace injusto ya para la gente que vive ahy, y al rededor por toda
516 la calle Clarence, Clarence donde viven ellos, estas familias, .. eh la
517 contaminacion deberian ponerse a pensar con los carros, deberian de no tener
518 ese puente ahy para que corran los carros... mas que nada lo queremos como
519 para los ciclistas, para que jueguen los ninos, hay que ver este...

520 **TRANSLATOR:** I don't want to forget. My name is Ophelia and I'm with Union de
521 Vecinos. We are very concerned about the um, about the basically the bridge,
522 the part of the bridge over Clarence. I think that that, that bridge shouldn't be
523 allowed for cars. I think that that should be, especially that section over Clarence
524 Street, it should only be for bicycles and for people. For people who like to use
525 their bikes. So we are concerned basically about the pollution in that area and we
526 know that um Boyle Heights and this area is, has a lot of water contamination

527 already. I think that with the construction and allowing more cars to um go
528 through the bridge is going to bring even more pollution to the community. And
529 I'm sorry, I forgot to say that she is from Union de Vecinos.

530 **OPHELIA PLATON:** y tambien otro de, de lo que estamos mas preocupados
531 tambien que en vez de hacer parque, si todo eso es verdad, tengamos en cuenta
532 como dijo aqui la senora Lorie? Necesitamos viviendas para la gente que que
533 estan sin casas, o que estan siendo tambien desalojados, y sus viviendas,
534 entonces yo pienso que es tiempo de que nosotros como comunidad
535 levantemos la voz, y nos pongamos a.. a pedir viviendas, pero que sean
536 viviendas para uno, para nosotros que no, no ten.. hay muchos que no tienen
537 viviendas.

538 **TRANSLATOR:** The other thing that I'm wanting to mention is um the homeless
539 population. Like Lauri said, I think that it's time that we, um, talk about um
540 homeless people. And I know the importance of having both parks, but also we
541 need more homes. A lot of people do not have a home, and I would like to
542 integrate this into the conversation.

543 **OPHELIA PLATON:** y este ..pues ahorita..pues ya como decidieron de hacer un
544 parque, pero que hagan un parque en donde de veras, de veras hesta.. vaya la
545 comunidad a a a jugar.. los ninos. Porque a veces se hace, se van otra, otra
546 clase de gente a pasearse ahy. ..entiende? ya van borracios, ya van este que se
547 van a drogar ahy, y necesitamos que sea mas vigilantes tambien, que haya

548 vigi... que vigilen! que haya alguien que este vigilando. Porque de que sirve, que
549 vamos a tener un parque bien bonito si va haver mucha delinquencia. Gracias.

550 **TRANSLATOR:** and I know that we're deciding to build a park here and I think
551 that's great, but I also that we should keep in mind that this park should be for
552 families, for people. We don't want attracting other elements to the park. Thank
553 you.

554 **ROCIO HERNANDEZ:** Thanks for your comments. So next up is Joe Diaz,
555 followed by Daria Nuñez.

556 **FEMALE SPEAKER:** Did she fill out a card? Did she fill one out?

557 [CROSSTALK]

558 **ROCIO HERNANDEZ:** I'm sorry. Yes, you're right. Ana Hernandez is next. Sorry.

559 **ANA HERNANDEZ:** Buenas noches a todos, my nombre es Ana Hernandez.

560 Vengo de Pico Gardens a.. Soy una de las residentes mas afectadas en el area.

561 Ee.. Nosotros representamos a 296 unidades y realmente nuestra comunidad

562 como ustedes saben, ah.. es una de las areas que mas contaminacion tiene,

563 Boyle Heights, son 3 comunidades.

564 **TRANSLATOR:** Good evening, my name is Ana Hernandez, and I am, um, I live
565 in Pico Gardens, and uh, we represent 293 families and we are in the most
566 affected area.

567 **ANA HERNANDEZ:** Como ustedes saben, son 3 comunidades bastante a..

568 contaminados que son Pacomia, Long Beach y Boyle Heights, y Boyle Heights

569 esta bastante contaminado con el humo de todo la, te dotos los carros que

570 pasan aqui, verdad? Entonces ustedes nos estan viendo, le digo ustedes porque
571 muchos de ustedes estan involucrados en este desarrollo, y talvez muchos de
572 ustedes no viven en Boyle Heights. Pero nosotros si vivimos en Boyle Heights, y
573 nos damos cuenta del problema que esta teniendo nuestra comunidad, y una de
574 ellas es que la gente se sta enfermando de cancer.

575 **TRANSLATOR:** As you may know, the three most contaminated um areas in the
576 city, Long Beach, Pacoima and Boyle Heights, so we are directly affected by uh
577 pollution from all the traffic in the, in the area.

578 **ANA HERNANDEZ:** Entonces ..ah, ustedes solamente estan viendo el poder
579 economico, verdad? pero no estan viendo el, el sentimiento y los problemas que
580 estan pasando en la comunidad. Ah.. hasta ahy no se termina este proyecto

581 **TRANSLATOR:** Okay, what I forgot to mention in the first section of her
582 comment is that, we are, you may not live here, we do. So we are greatly
583 affected by um pollution and you may see this project as a means of economic,
584 of something of economic growth, but we have a different point of view.

585 **ANA HERNANDEZ:** La razon que nosotros estamos preocupados es que
586 [INDISCERNIBLE] siendo este lugar, pero este lugar para quienes se le va
587 hacer? Porque lo mas probable que en un futuro tambien nosotros vamos a ser
588 desalojados. Nosotros tenemos un experiencia porque hemos trabajado aqui por
589 20 anos, y este es el resultado de lo que esta pasando, de lo que se planeo ace
590 20 anos. am eh ah.. desalojo.

591 **TRANSLATOR:** I know that we're making this place beautiful, but who, is this
592 place going to be for us? I know that we were planning to do this project like 20
593 years ago, so we may end up being displaced from this place, so we, maybe we
594 will not be enjoyable of what we are doing now. Maybe the community will not
595 enjoy that part.

596 **ANA HERNANDEZ:** Cuando se termine, cuando se termine este proyecto todos
597 ustedes se van a ir. No se van a quedar en Boyle Heights. Nosotros si nos
598 vamos a quedar en Boyle Heights, y tambien...

599 **TRANSLATOR:** So all of you here tonight, people who are involved in this
600 project in Boyle Heights, you, you're gonna go home and then we're going to stay
601 here. We're going to live through, through everything that will bring, um, building
602 project.

603 **ANA HERNANDEZ:** Ahora tambien para continuar con este proyecto, ah.. ah,
604 una de las representantes la vez pasada asisitio a una de estas juntas, yo no
605 pude, ah. pero nos ella nos comento que se le dieron diferentes ah a
606 organizaciones..un documento que solamente estaba escrito en Ingles.
607 Entonces la [INDISCERNIBLE] como ustedes saben la gran mayoria de la gente
608 de Boyle Heights hablan Espanol, y es muy importante que a nosotros nos den
609 un documento que sea tra .. traducido al Espanol para poder entender

610 **TRANSLATOR:** There was another meeting, um, one of the people I work with
611 went to the meeting I was not able to attend, but she told me that there was a
612 document that where was given to the public or... yes. Okay. Yeah, there were

613 actually different, um, there were different organizations that came together or
614 were meeting, and there was a document, and uh, but it was only in English, so I
615 would ask that every document that you produce, please um translate it into
616 Spanish. Keep in mind that people in Boyle Heights, most of the people speak
617 Spanish.

618 [INDISCERNIBLE]

619 **ANA HERNANDEZ:** Ok entonces nosotros exsigimos que realmente haya un
620 proceso comunitario queremos ah.. proponer que se haya ah.. ah.. ah..que
621 estas juntas que haya en nuestras comunidades ah.. y se, y se invite a las
622 organizaciones que estan trabajando con nosotros que son Proyecto Pastoral,
623 ah.. Union De Vecinos, y otras organizaciones que estan ah..dentro de nuestra
624 comunidad que realmente ellos saben el problema de nosotros y queremos que
625 las giuntas se lleven acabo ahy, y que toda la gente de la comunidad participe.
626 Porque lo que yo estoy viendo aqui en todas estas giuntas en que yo he estado
627 partecipando, son personas que estan desarrollando este proyecto, y la gente de
628 la comunidad no esta partecipando

629 **TRANSLATOR:** Okay. So we demand that we are included in the project. By that
630 I mean the community. That we are, that the meetings take place in, in places in
631 organizations such as [INDISCERNIBLE] and Union de Vecinos. Because when I
632 come to these meetings, my experience has been that I see a lot of people that
633 are involved in the project but I don't see a lot of community members. Thank
634 you.

635 **ROCIO HERNANDEZ:** Thank you for your comment. Next up we have Joe Diaz,
636 followed by Daria Nuñez.

637 **JOE DIAZ:** So um, my name is Joe Diaz. Longtime resident of Boyle Heights.
638 Uh, 25 years in Pico [SOUNDS LIKE] Aliso where a majority of the residents who
639 live in Pico Aliso are gonna be able to take advantage of that park. It's gonna be
640 built, I'm talking about the [INDISCERNIBLE] Um, for us, for me, um, an
641 opportunity to take advantage of something that's being offered. It's rare that
642 something like this comes to Boyle Heights and saying we want to build
643 something. We definitely want to grow. Um, you guys know Boyle Heights is
644 changing. Uh, as a longtime resident, as a neighborhood councilmember, uh,
645 Boyle Heights tech center which is on 4th and Gless. Um, again, everyone, like
646 some of the residents with the, the people have just spoken before us are
647 concerned about issues and I'm glad they're concerned about those issues. But
648 this is an opportunity to take advantage of, for our residents, for everyone in
649 Boyle Heights. You know, in Boyle Heights there is about six parks in the area.
650 There's not an opportunity to build at some point. These parks were there before
651 we got here, these parks are gonna be there after, uh, for us, to see a park to be,
652 it's a Lego park. It's our, we can build this park as community residents together.
653 I say we get together, we build this park and have say-so. Not saying that they're
654 not taking us into consideration, but they want [INDISCERNIBLE] There's not
655 enough residents here, definitely understand that. But I obviously think meetings
656 should be held different places in the area. Well again, this is an opportunity for

657 us to see something different. A bridge is going to come no matter what, the
658 bridge that we have there is gone. We wan to see a new bridge as an
659 opportunity. There's nothing better than gapping the bridge between Boyle
660 Heights and downtown LA and West LA. I work at the Boyle Heights Tech
661 Center. Our team there is, the bridge to Boyle Heights, I mean, the bridge from
662 Boyle Heights to Hollywood, we are the only city [INDISCERNIBLE] to have a TV
663 studio and a music studio. That gap to Hollywood is there. Build that bridge to
664 Hollywood. Same thing to here, from Boyle Heights to downtown, as much as
665 downtown is growing. Whether they say, the more expensive to rent in downtown
666 than Bel Air, well, might as well make down, Boyle Heights, continue to make
667 more heights for everyone. This is an opportunity for all the residents who are
668 here to take advantage of what's being offered. I probably went in circles, but just
669 wanted to just say that I think that.

670 **ROCIO HERNANDEZ:** Thank you for your comments. Daria Nuñez, followed by
671 Raul Diaz.

672 **DARIA NUNEZ:** Buenas tardes my nombre es Daria Nunez. Yo soy residente de
673 Pico Gardens, y ami me emociona este proyecto que ustedes estan haciendo,
674 pero tambien me preocupa por toda la contaminacion que vamos a tener
675 mientras lo estan construyendo

676 **TRANSLATOR:** Hi, good evening. My name is Daria Nunez. I am a resident of
677 uh [SOUNDS LIKE] Pico Aliso in Boyle Heights. I am excited about the park, but
678 I'm also concerned about the pollution.

679 **DARIA NUNEZ:** Les pido que tomen las precauaciones necesarias para proteger
680 a nuestra comunidad, de la la contaminacion que esto trae

681 **TRANSLATOR:** What I want to say is that, please take all the precautions
682 necessary to protect the community from all the pollution. All that this project will
683 bring, sorry.

684 **DARIA NUNEZ:** Este tambien com oven no hay mucha comunidad, pero hemos
685 hablado con diferentes residentes de Pico Gardens. Ellos estan emocionados
686 por un un lugar que tiene la ciudad, y a ellos les gustaria ver que ese lugar fuera
687 de multiple usos.

688 **TRANSLATOR:** I just wanted to clarify she was talking about the place. I know
689 that we need to bring more community, uh, people, members in the community to
690 these meetings. And uh, I talked to people in Pico Aliso and they're excited
691 about, Pico Gardens, I'm sorry. Pico Gardens about the park and they are
692 excited and they asked me that, um, to make use of a place. I tried to clarify what
693 place she was talking about. It's a place owned by the city, she said you know
694 what I'm talking about. They know what I'm talking about.

695 **DARIA NUNEZ:** El lugar de que yo estoy hablando es el lugar endonde se va
696 hacer este proyecto cercas de ahy. Y queremos que se les den un uso, en la
697 manana que se les den servicios a los ninos, porque no tenemos aqui cercas un
698 lugar que sea designado para los ninos, y en las tardes le pueden dar servicio
699 tambien a los jovenes

700 **TRANSLATOR:** I'm talking about the space where we are going to be building
701 the park. I think that we should have something in the morning for the, for the
702 youth and for, for the youth and for the seniors.

703 **DARIA NUNEZ:** Tambien lo que se ha hablado en la comunidad lo que quieren
704 ver es un parque aquatico, para estos calore que vienen no tenemos aqui cerca
705 tambien esa esa clase de parque

706 **TRANSLATOR:** We also need to an aquatic park to incorporate um water
707 activities and we know that summer is coming and uh during the summer it gets
708 pretty hot.

709 **DARIA NUNEZ:** Y les quiero pedir tambien que tomen en cuenta hacer estas
710 reuniones en otros lugares, para que se haya mas participaciones y que se
711 escuche la voz de la comunidad

712 **TRANSLATOR:** Also I would like to ask you to um have these meetings in
713 different locations so we can have more community members, um, present.

714 **DARIA NUNEZ:** Gracias y esperamos como mencionaron algunas de las
715 companeras que esos documentos nos los traduzcan al Espanol por favor.

716 **TRANSLATOR:** Thank you so much and I also would like to remind you uh like
717 one of my um fellow members said that please [INDISCERNIBLE] documents in
718 Spanish. Thank you.

719 **ROCIO HERNANDEZ:** Thank you for your comment. Okay, so our final speaker
720 this evening is Raul Diaz. You still have an opportunity have an opportunity to get
721 a speaker card in if anyone else would like to speak. And after the close of the

722 comment section, the project team will move to the back of the room, be
723 available to, um, you know, have answer individual questions as needed around
724 the boards.

725 **RAUL DIAZ:** Hello, good evening everyone. Um, follow up some of the questions
726 and concerns that were brought up: environmental, pollution, the soil. I would like
727 to make sure that we protect the soil and we check it before we continue to build
728 the park. I wouldn't want it to be like what happened in the Belmont High School,
729 the new Belmont, where they started the construction and then took four years to
730 get it started because they found lead and asbestos or whatever else they found
731 in the soil. So I would like to really make sure that we check the soil before
732 anything even further from [INDISCERNIBLE] come up with ideas. The ideas are
733 great, but someone tried to bring it up, and we find out later we have to stop the,
734 the development of this park because of what's going on. And after we do that, I
735 would like to make sure that the center the way, the ladies and our elders from
736 the community are talking about, I believe it's the building on the south side of
737 the park off of Anderson, there's an industrial building there that, it's empty and I
738 think we can use it for several things. One, a café or a little diner or little snack
739 shop. Senior citizens in the morning, youth programs in the evening. A multi-
740 purpose room center for everyone to bring people from the other side of the
741 bridge from this side of the bridge. Um, and a big concern that I have, I grew up
742 in the community. I'm from the community. I grew up in Pico Gardens. I continue
743 to hang out in Pico Gardens. I coach. So I see the traffic that's going around that

744 whole, that whole section. What are we gonna do with the big rigs that are gonna
745 be going through there and holding up traffic throughout the day? What are we
746 gonna do about the traffic of the people that are speeding down Anderson and
747 Mission, 7 p.m., 8 p.m., 5 p.m.? What are we gonna do with all the people who
748 are using those little streets to shortcut and to the 101, to the 5 freeway?
749 Because we don't pay attention to that, we have kids from the Pico Gardens
750 projects that are gonna be walking over there. And, and it's obvious. Before
751 getting to the park, it's all industrial. There could be a kid hit by a car there and
752 no one will ever notice because it's so industrial out there. It's not commercial, it's
753 not just [INDISCERNIBLE] or anything like that, so the safety concerns I have,
754 and it's not a big thing on the west side, but on this side it's a big thing, is speed
755 bumps. Speed bumps, one way streets, something to make it safer for our
756 community and our kids and our elders who are crossing the street then. If you
757 go through Anderson, they just put up a stop sign on Anderson and Inez, I
758 believe. As a resident of Pico Gardens, I would always hear people racing down
759 that street. A stop sign just went up there in my whole life there, 42 years. You
760 think that stop sign, it's over? Or one more. Homelessness and historic
761 landmarks. Um, I hope the historic landmarks on the east side of the bridge get
762 put in the park. Um...

763 **ROCIO HERNANDEZ:** Thank you for your comment. Thank you, everybody, for
764 participating this evening and send us your comments. The comment period
765 closes on uh May 22nd and I'll hand it over, if there's any more closing remarks.

766 Okay, we do have additional handouts at the, the sign-in table, both in English
767 and Spanish so please help yourself.

768 **FEMALE SPEAKER:** So hello once again. Um, thank you once again so much
769 for coming out tonight, for making your verbal comments. As Jan mentioned, the
770 comment period will be ending on May the 22nd. So you still have about two
771 weeks or so to either make a written comment, um. We do have over, at the
772 registration table, a few different ways that you can still make a, a comment. You
773 can email Jack or you can mail your comments as well via, via mail. Um, a few
774 other just kind of announcements. Um, over at the registration table we did have
775 an executive summary. So if you did not grab one, it looks like this and it has um
776 several different images inside. So what we actually did is we summarized the
777 initial study, so the initial study is about a 100-page document. Um, we
778 unfortunately um cannot print a copy for every single one of you, so what we did
779 is we have placed copies of the initial study in key locations. So the locations
780 over on the Arts District, we have a copy at the Central Library. We have a copy
781 at the Little Tokyo library, um, over in Boyle Heights, we have a copy at
782 Stevenson Library, Benjamin Franklin Library, Boyle Heights technology center
783 and Boyle Heights City Hall. So if you would like to take a look at the 100-page
784 um document, you're welcome to do so in any of those locations. You're also
785 welcome to grab a copy of the executive summary. So what we did is we
786 summarized the entire document. Sometimes they're a little hard to read. Uh,
787 very tech, you know, tech terms that are hard to understand. So we really um

788 summarized it and made it an easy-to-read language. We did also translate that
789 document into Spanish. Um, so we have that document in Spanish, um, and
790 you're also welcome to grab a copy um in the registration table. And what other
791 announcements do I have? I believe uh that is it. If any of you are interested, we
792 are having um a little separate announcement. On May the 20th, we are having a
793 construction resource and career fair. We have fliers over at the front, so if you
794 know of anybody, yourself, a family member, a friend, who is looking to uh
795 maybe join a union, um, looking for a career change, uh, in the construction field,
796 please um refer them um to this fair. Just wanted to make that announcement.
797 And um, once again, thank you very much. Comment period ends May the 22nd.
798 If you did not um sign in at the front, please make sure you do so, so that we can
799 continue to send you emails and send you notifications of any upcoming
800 meetings that we have. We will be, um, returning in the summer. Um, and so in
801 the summer, we will be providing, um, as was mentioned, some um potential
802 landscape, um, design options. So we are still reviewing all the, all the
803 summaries that we collected, and we will be kind of consolidating them and
804 providing some proposals for you this summer. So please um, look out for that
805 notification and thank you once again for your engagement tonight.

806 **FEMALE SPEAKER:** Um, we—Okay. Thank you. Get home safely.

807 [END AUDIO]

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**APPENDIX E:
MITIGATION
AND
MONITORING**

**Draft Mitigation Monitoring and Reporting Program
for the**

**Sixth Street Park, Arts, River & Connectivity
(PARC) Improvements Project**
State Clearinghouse No. 2017041045



City of Los Angeles Department of Public Works
Bureau of Engineering, Environmental Management Group
1149 South Broadway, Suite 600
Los Angeles, California 90015

November 2019

Introduction

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines to provide for monitoring of the mitigation measures and best management practices (BMPs) required by the Sixth Street Park, Arts, River & Connectivity (PARC) Project (proposed Project) Environmental Impact Report. Section 21081.6 of the Public Resources Code and Section 15091(d) of the CEQA Guidelines require public agencies to “adopt a reporting or monitoring program for changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment.” The lead agency must define specific reporting and/or monitoring requirements to be enforced during project implementation prior to final approval of the proposed project.

The City of Los Angeles Bureau of Engineering (BOE) is the lead agency for the proposed Project and is responsible for administering and implementing the MMRP. The MMRP stipulates how all required mitigation measures and BMPs are to be implemented and completed during the appropriate project phase. It also facilitates documentation necessary to verify that mitigation measures and BMPs were in fact properly implemented.

Mitigation Monitoring and Reporting Program Procedures

This MMRP gives BOE the primary responsibility for taking all actions necessary to implement the mitigation measures and BMPs according to the specifications provided for each measure and for demonstrating that the action has been successfully completed. BOE’s designated environmental monitor will track and document compliance with mitigation measures and BMPs, note any problems that may result, and take appropriate action to remedy problems. BOE, at its discretion, may delegate responsibility for measure implementation and monitoring, or portions thereof, to other responsible individuals, such as a licensed contractor.

Specific responsibilities for BOE include:

- Coordination of all mitigation monitoring activities
- Management of the preparation, approval, and filing of monitoring or permit compliance reports
- Maintenance of records concerning the status of all approved mitigation measures and BMPs
- Quality control assurance of field monitoring personnel
- Coordination with other agencies regarding compliance with mitigation or permit requirements
- Reviewing and recommending acceptance and certification of implementation documentation
- Acting as a contact for interested parties or surrounding property owners who wish to register concerns regarding environmental issues; verifying any such circumstances; and developing any necessary corrective actions

Resolution of Noncompliance Complaints

Any person or agency may file a complaint regarding noncompliance with the mitigation measures and BMPs addressed in the MMRP. The complaint shall be directed to BOE at the mailing or e-mail addresses listed below in written form providing detailed information on the purported violation.

Dr. Jan Green Rebstock, Environmental Supervisor II
Department of Public Works
Bureau of Engineering, Environmental Management Group
1149 South Broadway, Suite 600, Mail Stop 939
Los Angeles, CA 90015
Email: Jan.Green.Rebstock@lacity.org

BOE will investigate any complaints filed to determine the validity of the complaint. If noncompliance with a mitigation measure or BMP is verified, BOE will take the necessary action(s) to remedy the violation. The complainant will receive written confirmation indicating the results of the investigation, including any corrective action that was implemented in response to the specific noncompliance issue.

Mitigation Monitoring and Reporting Program Matrix

The MMRP is organized in a matrix format. The first column identifies the mitigation measure or BMP. The second column, entitled "Implementation Phase," refers to when the measure will be implemented. The third column, entitled "Monitoring Phase", indicates when monitoring for compliance with the measure will occur. The timing for implementing measures has been provided to assist BOE staff to plan for monitoring activities. The fourth column, entitled "Enforcement Agency," refers to the agency responsible for ensuring that the measure is implemented. The fifth column, entitled "Level of Significance After Mitigation," refers to the level of impact the proposed Project would result in after compliance with the measure. The sixth column, entitled "Verification of Compliance," refers to the date that monitoring is complete to ensure compliance with the measure. The mitigation measures and BMPs are presented by environmental issue area.

Mitigation Monitoring and Reporting Program

SCH No. 2017041045

Sixth Street Park, Arts, River & Connectivity (PARC) Improvements Project Draft Environmental Impact Report

| Mitigation Measure | Time Frame for Implementation | Monitoring Period | Monitoring Agency | Verification of Compliance | |
|---|-------------------------------------|-----------------------------|---|----------------------------|------|
| | | | | Initial | Date |
| Air Quality | | | | | |
| <p>MM-AQ-1: Newer/Tier 4 Engines in Haul Trucks and Construction Equipment</p> <ul style="list-style-type: none"> • Include in all construction contracts the requirement to use 2007 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export). • Include in all construction contracts the requirement that all off-road diesel-fueled construction equipment greater than 50 horsepower shall meet Tier 4 off-road emission standards. In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. To the extent locally available, construction equipment shall incorporate emissions savings technology such as hybrid drives. In the event that any equipment required under this mitigation measure is not available, provide documentation as information becomes available. A copy of each unit’s certified tier specification, BACT documentation, and | Prior to construction, Construction | Ongoing during construction | Department of Public Works Contracts Administration Bureau Construction Inspector | | |

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| <p>CARB or SCAQMD operating permit at the time of mobilization of each applicable unit of equipment shall be provided.</p> <ul style="list-style-type: none"> • Maintain construction equipment by conducting regular tune-ups according to the manufacturers' recommendations. • To the extent possible, the import and export of onsite materials shall be scheduled to minimize empty return trips. | | | | | |
| <p>MM-AQ-2: Construction Equipment Requirements</p> <ul style="list-style-type: none"> • All on- and off-road diesel-fueled equipment shall not idle for more than 5 minutes when not in use. The idling of diesel-fueled equipment and haul trucks within 1,000 feet of nearby residential land uses shall be prohibited. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5-minute-idling limit. • Staging and queuing areas shall be located at the furthest distance possible from nearby residential land uses; • Use alternatively fueled (e.g., compressed natural gas, liquefied natural gas, propane), gasoline-fueled, or electrified construction equipment in place of diesel-fueled equipment to the extent locally available. | Construction | Ongoing during construction | Department of Public Works Contracts Administration Bureau Construction Inspector | | |
| <p>MM-AQ-3: Fugitive Dust Controls</p> <ul style="list-style-type: none"> • All active portions of the construction site shall be watered twice daily to prevent excessive amounts of dust. • Non-toxic soil stabilizers shall be applied to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain) according to manufacturers' specifications. • All excavating and grading operations shall be suspended when wind gusts (as instantaneous gust) exceed 25 miles per hour. | Construction | Ongoing during construction | Department of Public Works Contracts Administration Bureau Construction Inspector | | |

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| <ul style="list-style-type: none"> • On-site off-road equipment and on-road vehicles used on-site shall be limited to 15 miles per hour. • All on-site roads shall be paved as soon as feasible, watered twice daily, or chemically stabilized. • Visible dust beyond the property line which emanates from the project shall be prevented to the maximum extent feasible. • All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site. • Track-out devices shall be used at all construction site access points. • All delivery truck tires shall be watered down and/or scraped down prior to departing the job site. • Streets shall be swept at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway. • Replace ground cover in disturbed areas as quickly as possible. • All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114 (Spilling Loads on Highways), with special attention to Sections 23114(b)(F), (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads. • Conduct continuous, direct-reading, near real-time ambient monitoring of PM10. Install appropriate signage and notify the SCAQMD in accordance with Rule 1466, Control of Particulate Emissions from Soils with Toxic Air Contaminants, prior to conducting any earth-moving activities on any site meeting the applicability of the rule. | | | | | |
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| Hazards and Hazardous Materials | | | | | |
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| <p>MM-HAZ-1: Remediation Category 1A</p> <p>The City shall be required to implement the following measures in areas where Resource Conservation and Recovery Act (RCRA) Level Heavy Metals, polychlorinated biphenyls (PCB), or total petroleum hydrocarbon diesel range organics (TPH DRO) will be excavated and disposed of at Class 1 Hazardous Waste Landfills:</p> <ul style="list-style-type: none"> • Soils will be excavated as needed up to a maximum depth of 4.5 feet below ground surface (bgs), consistent with the limits designated on Figures 3.8-3a and 3.8-3b, Areas of Concern with Contamination. • The transport and disposal of RCRA hazardous waste will be accompanied with a Hazardous Waste Manifest (i.e., documentation accompanying the transport, treatment, storage and disposal of hazardous waste) completed by a licensed transporter. A site-specific CalEPA Hazardous Waste Generator Identification Number will be obtained for each RCRA hazardous waste. Additional sampling and testing will likely be required by the facility accepting the soil for disposal. • For excavations deeper than 4 feet, shoring or other approved means will be required to maintain stability of the excavation walls. • During excavation activities, dust and runoff controls will be implemented to prevent windborne or surface waterborne migration of the soil from the Project Site. The soils will be directly loaded into the transport trucks, which will require tarps to prevent spillage or windblown loss of soil during transport. These controls will be verified and monitored by an independent third party. • A site-specific Health and Safety Plan (HASP) will be prepared and implemented during all proposed construction activities, including | Prior to construction | Prior to construction | Department of Public Works Contracts Administration Bureau Construction Inspector | | |

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| <p>full time perimeter sampling and testing of particulates and dust from the Project Site.</p> <ul style="list-style-type: none"> All onsite workers and supervisors will complete a 40-hour Occupational Safety and Health Administration (OSHA) Hazardous Waste Operations and Emergency Response (HAZWOPER) training course and be equipped with the appropriate personal protective equipment. Excavated areas will be backfilled with certified clean soil. | | | | | |
| <p>MM-HAZ-2: Remediation Category 2A</p> <p>The City shall be required to implement the following measures in areas where soils contaminated with Heavy Metals and/or TPH DRO that are classified as non-RCRA hazardous waste will be excavated. These contaminated soils shall be disposed at Class 2 Landfills:</p> <ul style="list-style-type: none"> Soils will be excavated as needed up to a maximum depth of 6 feet bgs, consistent with the limits designated on Figures 3.8-3a and 3.8-3b, Areas of Concern with Contamination. The transport and disposal of non-RCRA hazardous waste will be accompanied with a Hazardous Waste Manifest completed by a licensed transporter. A CalEPA Non-RCRA Hazardous Waste Generator Identification Number will be obtained. Additional sampling and testing will likely be required by the facility accepting the soil for disposal. For excavations deeper than four feet, shoring or other approved means shall be required to maintain stability of the excavation walls. During excavation activities, dust and runoff controls will be implemented to prevent windborne or surface waterborne migration of the soil from the Project Site. The soils will be directly loaded into the transport trucks, which will require tarps to prevent | <p>Prior to construction</p> | <p>Prior to construction</p> | <p>Department of Public Works Contracts Administration Bureau Construction Inspector</p> | | |

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| <p>spillage or windblown loss of soil during transport. These controls will be verified and monitored by an independent third party.</p> <ul style="list-style-type: none"> • A site-specific HASP will be prepared and implemented during all proposed construction activities, including full time perimeter sampling and testing of particulates and dust from the Project Site. • All onsite workers and supervisors will complete a 40-hour OSHA HAZWOPER training course and be equipped with the appropriate personal protective equipment. • Excavated areas will be backfilled with certified clean soil. <p>Remediation Category 2B</p> <p>In addition to the measures above, the following measures shall be implemented in areas where VOCs were observed in soil gases:</p> <ul style="list-style-type: none"> • Emission controls will be used to clear the area of emitting VOCs (i.e., spraying water or applying foam agents to all exposed soil surfaces and/or using large, spark-free fans). Full-time monitoring will be required to verify that the emission controls are effective in preventing the VOCs from impacting workers or the public. Monitoring will comply with SCAQMD Rule 1166. • A detailed HASP will be prepared and implemented during the excavation and transport of contaminated soils. • The excavation, transport, and disposal of contaminated soils will require permitting and approval by the CUPA, CalEPA/DTSC, and SCAQMD. A detailed Work Plan/Remedial Action Plan will be prepared and submitted to these agencies for review and approval. Under Rule 1166, a Mitigation Management Plan for potential VOC emissions during excavation will be submitted to SCAQMD and subject to SCAQMD approval. A site-specific CalEPA Hazardous Waste Generator Identification Number will be obtained and manifests completed by the licensed transporter. • A soil vapor extraction (SVE) system will be designed and installed to remove and treat VOCs in the soil gases. If Health Risk Assessments | | | | | |
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| <p>indicate the need, a vertical barrier/line will be installed around the perimeter of the area to prevent soil gases with VOCs from migrating back into the area. Gases migrating from below the clean backfill or deeper depths will be extracted through the SVE slotted wells and treated by the SVE treatment system. Treatment for VOCs typically involves carbon filtration unless hydrogen sulfide is detected in the gas stream. Operating and maintenance procedures for the SVE system and permit applications will be prepared and approved by the oversight agency and SCAQMD.</p> <ul style="list-style-type: none"> • If the City determines it is necessary, a “Pilot Study” will be designed and implemented to evaluate the sustainable flow rate and concentration of VOCs in the soil gas stream and to determine the size of the final SVE system components. • Design of the SVE system, preparation of a Design Report and Work Plan/Remedial Action Plan (including HASP) will be submitted to and subject to approval by the CUPA and LACoFD Site Mitigation Unit. • The SVE will be implemented and monitored. This may require several months to over a year. • The City shall provide documentation to the CUPA, LACoFD Site Mitigation Unit, and SCAQMD when the SVE has reached the specified clean-up goals. • Excavated areas will be backfilled with certified clean soil. | | | | | |
| <p>MM-HAZ-3: Remediation Category 3</p> <p>The City shall be required to implement one of the following three options in areas where no heavy metals were observed, but VOCs were observed in soil gas:</p> <ul style="list-style-type: none"> • Option 1: This alternative will involve the same measures as described under Category 2b above. Contaminated soils will be removed to a depth of up to 15 feet or more and shoring of the excavation walls will be necessary. A liner will be installed on the bottom of the excavation area to prevent contaminated soil gas | <p>Prior to construction</p> | <p>Prior to construction</p> | <p>Department of Public Works Contracts Administration Bureau Construction Inspector</p> | | |

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| <p>from re-entering the backfill soils. Gas migration from the side walls will be mitigated by either installation of a vertical liner placed on the side walls of the excavation or SVE wells installed vertically outside the limits of the excavation after backfilling is done. The backfill soil will be certified clean fill and placement will need to meet the geotechnical specifications of the proposed Project design. During the process, the site will require strict emissions controls and monitoring.</p> <ul style="list-style-type: none"> • Option 2: This alternative, the SVE treatment method, utilizes extraction and monitoring wells (In Situ Method) or excavation and encapsulation of impacted soils in above ground piles with horizontal slotted piping (On Site Method), a vacuum pump or pumps, and carbon filtration units to extract and remove VOCs from the soil gas. The process requires several steps as follows: <ol style="list-style-type: none"> 1. Design and implementation of a “Pilot Study” to evaluate the sustainable flow rate and concentration of VOCs in the soil gas stream and to size the final SVE system components. 2. Design of the SVE system, preparation of a Design Report and Work Plan/Remedial Action Plan (including HASP) for submittal to and approval by the CUPA and CalEPA/DTSC. 3. Solicitation of bids for construction and implementation of the remediation. 4. Implementation and monitoring of the SVE. This may require several months to over a year. 5. Reporting to the agencies with documentation that the SVE has reached the specified clean up goals. • Option 3: This alternative will mitigate the impact of the VOCs and/or methane and hydrogen sulfide by precluding soil gases migration from the subsurface soil and intrusion into structures or other facilities and surface emissions. Depending on the type of soil | | | | | |
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| <p>gases and pressure in the soil gas, the systems can include several of the following components:</p> <ul style="list-style-type: none"> ○ Shallow excavation (three to four feet below ground surface [bgs]) to allow installation of the mitigation components (some of the soil will be used to backfill trenches) ○ Gravel layers and slotted piping for gas collection ○ Liner installation above the slotted piping and extending side wide ○ Vacuum pumps for gas extraction or air injection blowers ○ Filtration systems to remove VOCs and/or hydrogen sulfide from the gas stream ○ Geomembrane barriers placed beneath concrete slabs and/or foundations or fill areas ○ Installation of automated and/or manual monitoring systems | | | | | |
| <p>MM-HAZ-4: Remediation Category 4</p> <p>The City shall be required to implement the following measure in areas within Caltrans ROW where soil contains ADL:</p> <ul style="list-style-type: none"> • In accordance with the Caltrans/DTSC ADL Agreement, soils above a depth of approximately 2.9 feet bgs will require one foot of clean soil cover to remain on site per the Caltrans/DTSC ADL Agreement. | Prior to construction | Prior to construction | Department of Public Works Contracts Administration Bureau Construction Inspector | | |
| <p>MM-HAZ-5: Soil Gas Sampling</p> <p>Additional soil gas sampling and testing is recommended for completion in PARC Areas 1A, 5, 6, 7, and 8. The additional sampling could potentially eliminate or reduce the need for soil gas remediation.</p> <p>Ambient air and soil gas samples shall be tested for VOCs. If soil gas samples in PARC Area 6 yield ILCR values below the <i>de minimis</i> risk target or within the risk management range, no further mitigation and/or remedial actions will be required. If ILCR values are above the <i>de minimis</i> risk target, additional remedial actions will be taken to lower</p> | Prior to construction | Prior to construction | Department of Public Works Contracts Administration Bureau Construction Inspector | | |

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| values to within the risk management range, such as applying SVE to a maximum depth of 15 to 20 feet bgs. | | | | | |
| <p>MM-HAZ-6. Methane Mitigation and Testing</p> <p>Methane mitigation applies to PARC Area 1A, which is located within the Methane Zone, and portions of PARC Area 7, where soil gases were detected and impervious surfaces are to be constructed adjacent to existing buildings. Any buildings (except naturally vented) to be constructed in Area 1A shall have methane mitigation systems meeting Level II requirements involving membrane and passive venter per Table 71, unless additional testing indicates no subsurface gas pressure and lower methane concentrations. In addition, paved areas that are over 5,000 square feet in area and within 15 feet of the exterior wall of a commercial, industrial, institutional building, shall be vented in accordance with the Methane Mitigation Standards, design Level II, unless additional testing indicates no subsurface gas pressure and lower methane concentrations.</p> <p>Additional testing for methane concentrations and subsurface pressure shall be completed in accordance with the Division 71 Methane Seepage Regulations testing requirements should any buildings or paved areas over 5,000 square feet be proposed in PARC Area 1A and in PARC Area 7 where methane was detected.</p> | Prior to construction | Prior to construction | Department of Public Works Contracts Administration Bureau Construction Inspector | | |
| Hydrology and Water Quality | | | | | |
| <p>MM-HYDRO-1: Public Safety Plan</p> <p>Prior to Final Plan approval, the City, in coordination with USACE, shall publish a Public Safety Plan in order to reduce the potential for safety impacts related to flooding. The Public Safety Plan shall include an evacuation plan and protocols for protecting pedestrians and potential homeless populations (e.g., vehicular deterrents such as bollards and safety warning devices) in the LA River Access Tunnel during flood conditions.</p> | Prior to operation | Ongoing during operation | BOE | | |

| Noise and Vibration | | | | | |
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| <p>MM-NOISE-1: Construction-Noise Management Plan</p> <p>A construction-noise management plan (CNMP) shall be prepared for the proposed Project. The CNMP shall, at a minimum, include the following measures:</p> <ul style="list-style-type: none"> • Construction activities shall be restricted outside the hours of 7:00 a.m. to 9:00 p.m. Monday through Friday, and between the hours of 8:00 a.m. to 6:00 p.m. on Saturdays. While the intention is not to conduct work on Sundays, occasional Sunday work may be required to ensure the proposed Project schedule is met. If it is determined that Sunday work is necessary, the proper permits will need to be obtained through the Police Commission. Construction activities shall be prohibited on federal holidays. • Construction equipment shall be properly maintained and equipped with mufflers. • Equipment shall be turned off when not in use for an excess of five minutes, except for equipment that requires idling to maintain performance. • A public liaison shall be appointed for project construction and shall be responsible for addressing public concerns about construction activities, including excessive noise. As needed, the liaison shall determine the cause of the concern (e.g., starting too early, bad muffler) and implement measures to address the concern. The liaison will work directly with the construction contractor to ensure implementation of the noise control plan. • The liaison will work directly with the construction contractor to ensure implementation of the noise control plan. • The public shall be notified in advance of the location and dates of construction hours and activities. • Where necessary, temporary sound barriers shall be installed. | <p>Prior to construction</p> | <p>Ongoing during construction</p> | <p>Department of Public Works Contracts Administration Bureau Construction Inspector</p> | | |

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| <ul style="list-style-type: none"> • Signage and notification on where to report construction-generated noise shall be posted on-site and around the construction area, as well as on the Bureau of Engineering website. • Staging and queuing areas shall be located at the furthest distance possible from nearby residential land uses, as well as any other noise-sensitive land uses identified in the Project Area at the time of construction (e.g., transient lodging, schools, libraries, churches, hospitals, and nursing homes). • Limit noise/vibration intensive activities occurring within ten feet of existing structures and occupied land uses. Where possible and to the extent locally available, select low-noise/vibration generating equipment when activities occur within ten feet of adjacent existing structures. | | | | | |
| Transportation and Traffic | | | | | |
| <p>MM-TRANS-1: Mobility Hub</p> <p>The City shall reserve space for a mobility hub at the proposed Project Site, including additional amenities for bicyclists, drivers, and transit users, to encourage event attendees to use alternative modes of transportation.</p> | Construction | Construction | BOE | | |
| <p>MM-TRANS-2: Bicycle Facilities</p> <p>The City shall reserve space for a Bike Share hub at the proposed Project Site to allow Bike Share participants to dock bicycles and scooters.</p> | Construction | Construction | BOE | | |
| <p>MM-TRANS-3: Rideshare Zones</p> <p>The City shall create permanent rideshare pick-up and drop-off zones for the East Park and West Park. Rideshare pick-up/drop-off zones could be located on South Santa Fe Street adjacent to the proposed West Park and South Mission Road adjacent to the proposed East Park. The pick-up/drop-off zones shall be clearly marked, and wayfinding signage shall be installed throughout the proposed Project Site.</p> | Construction | Construction | BOE | | |

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| <p>MM-TRANS-4: Public Transportation</p> <p>The City shall reserve space at the proposed Project Site to accommodate a future Sixth Street Metro Station in the Arts Plaza.</p> | Design | Design | BOE | | |
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| Best Management Practice | Implementation Phase | Monitoring Phase | Enforcement Agency | Verification of Compliance | |
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| | | | | Initial | Date |
| Aesthetics | | | | | |
| <p>BMP-AES-1: Construction Lighting</p> <p>If nighttime lighting at the construction site is required, lighting shall be directed downward, on-site, and away from surrounding land uses.</p> | Construction | Construction | Department of Public Works Contracts Administration Bureau Construction Inspector | | |
| <p>BMP-AES-2: Construction Staging and Construction Staging Area</p> <p>Construction staging shall be coordinated with the construction of the Viaduct Replacement Project; therefore, additional use or acquisition of public space for equipment and vehicles will not be required. The construction area shall be fenced to obscure views of construction activities, materials, and staged equipment.</p> | Prior to construction and during construction | Ongoing during construction | Department of Public Works Contracts Administration Bureau Construction Inspector | | |
| <p>BMP-AES-3: Operational Lighting</p> <p>Outdoor lighting for recreational activities shall be limited to the proposed operating hours.</p> | Operation | Ongoing during operation | BOE and RAP or some other entity | | |
| <p>BMP-AES-4: Regulatory Requirements for Lighting</p> <ul style="list-style-type: none"> Proposed Project illumination shall 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 shall 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 | Operation | Ongoing during operation | BOE and RAP or some other entity | | |

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| <p>illumination standards for vehicular and pedestrian traffic, does not emit light pollution, and produces little glare.</p> <ul style="list-style-type: none"> • Lighting for sports fields and courts shall operate in compliance with Los Angeles City Recreation and Parks (RAP) illuminance level standards for outdoor sports and recreational facilities. • Lighting for security shall be illuminated in accordance with the Illuminating Engineering Society (IES) standards, IES RP-33-14 <i>Lighting for Exterior Environments</i> and IES G-1-03 <i>Security Lighting for People, Property and Public Spaces</i>, as updated by IES G-1-16 <i>Guide for Security Lighting for People, Property and Critical Infrastructure</i>. | | | | | |
| Air Quality | | | | | |
| <p>BMP-AQ-1: SCAQMD Rules and Regulations</p> <p>The contractor shall implement measures to ensure that all construction activities are consistent with SCAQMD rules and regulations.</p> | Construction | Ongoing during construction | Department of Public Works Contracts Administration Bureau Construction Inspector | | |
| <p>BMP-AQ-2: Construction Worker Incentives</p> <p>The City shall offer ride-share and transit incentives for construction workers to reduce emissions associated with motor vehicle use.</p> | Construction | Ongoing during construction | Department of Public Works Contracts Administration Bureau Construction Inspector | | |
| <p>BMP-AQ-3: Construction Equipment Maintenance</p> <p>The contractor shall maintain construction equipment by conducting regular tune-ups according to the manufacturers' recommendations.</p> | Construction | Ongoing during construction | Department of Public Works Contracts Administration | | |

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| | | | Bureau Construction Inspector | | |
| Biological Resources | | | | | |
| <p>BMP-BIO-1: Pre-Construction Wildlife Surveys</p> <p>Pre-construction wildlife surveys shall be completed by a qualified biologist no more than 48 hours prior to clearing, grubbing, or other construction activities to determine the presence/absence of wildlife species, including special-status species, within 100 feet of the construction area. Special attention will be focused on any existing burrowing, roosting, and nesting habitat within the Project Area. Surveys shall be repeated if construction activities are suspended for five days or more. If any wildlife species are identified, appropriate BMPs shall be developed and implemented to reduce potential impacts on these species, in consultation with regulatory agencies where appropriate.</p> | Prior to construction | Ongoing during construction if construction activities are suspended for five days or more | Qualified biologist | | |
| <p>BMP-BIO-2: Trash and Construction Debris Removal</p> <p>All trash and construction debris shall be removed from the LA River construction areas on a daily basis. All water quality BMP materials shall be properly maintained during project construction, and removed upon completion of construction activities. After completion of proposed construction activities, all construction equipment and materials shall be removed from the Project Area, and the Project Area shall be returned to pre-project conditions.</p> | Construction | Ongoing during construction | Department of Public Works Contracts Administration Bureau Construction Inspector | | |
| <p>BMP-BIO-3: Work Area Limitations</p> <p>No work for the proposed Project shall be conducted on the Fourth Street Bridge or Seventh Street Bridge structures.</p> | Construction | Ongoing during construction | Department of Public Works Contracts Administration Bureau Construction | | |

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| <p>BMP-BIO-4: Nesting Bird Survey</p> <p>If vegetation trimming or clearing is conducted during the nesting season (typically February 15 through September 15), nesting bird surveys shall be completed by a qualified biologist within 300 feet of potential bird-nesting areas and 500 feet of potential raptor-nesting areas no more than 48 hours prior to trimming/removal activities to determine if nesting birds are within the affected vegetation. Surveys shall be repeated if trimming or removal activities are suspended for five days or more.</p> | Construction during the nesting season (February 15 through September 15) | Ongoing during construction in nesting season (February 15 through September 15) | Qualified biologist | | |
| <p>BMP-BIO-5: Nesting Bird Buffer</p> <p>If nesting birds protected under the MBTA and California Fish and Game Code Sections are found in the Project Area, appropriate buffer consisting of orange flagging/fencing or similar (typically up to 300 feet for songbirds and 500 feet for raptors shall be installed and maintained until nesting activity has ended, as determined in coordination with the project biologist and regulatory agencies, as appropriate, to ensure that nesting birds and active nests are not harmed.</p> | Construction | Ongoing during construction | Qualified biologist | | |
| <p>BMP-BIO-6: Hazardous Material BMPs</p> <p>Appropriate hazardous material BMPs shall be implemented to reduce the potential for chemical spills or contaminant releases into the LA River, including any non-stormwater discharge.</p> | Construction | Ongoing during construction | Department of Public Works Contracts Administration Bureau Construction Inspector | | |
| <p>BMP-BIO-7: Equipment Maintenance</p> <p>All equipment refueling and maintenance shall be conducted in the staging area. In addition, vehicles and equipment shall be checked daily for fluid and</p> | Construction | Ongoing during construction | Department of Public Works Contracts Administration Bureau | | |

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| fuel leaks, and drip pans shall be placed under all equipment that is parked and not in operation. | | | Construction Inspector | | |
| <p>BMP-BIO-8: Regulatory Permits</p> <p>The City shall consult with the appropriate responsible resource agency (e.g., CDFW and RWQCB) to determine permanent and temporary impact areas. Prior to undertaking ground-disturbing activities within or immediately adjacent to any aquatic resource areas, the City and/or their consultant shall obtain a CWA Section 401 Water Quality Certification, and California Fish and Game Code Section 1602 Streambed Alteration Agreement.</p> | Prior to construction | Ongoing during construction | BOE | | |
| <p>BMP-BIO-9: Pre-Construction Bat Surveys</p> <p>At least 30 days prior to construction, alterations to the LA River Access Tunnel shall be surveyed by a qualified biologist to assess the presence of bats or potential bat-roosting cavities. If bats or bat-roosting cavities are identified, then during the non-breeding and active season (typically October), bats shall be safely evicted, to the extent feasible, under the direction of a qualified biologist. Once it has been determined that all roosting bats have been safely evicted from roosting cavities, exclusionary devices shall be installed and maintained where appropriate to prevent bats from roosting in these cavities prior to construction.</p> | 30 days prior to construction | Prior to construction | Qualified biologist | | |
| <p>BMP-BIO-10: Monitoring During LA River Access Tunnel Alteration</p> <p>In the event that all bats are not able to be excluded from affected roosting habitat, a qualified biologist shall monitor LA River Access Tunnel alterations. If bats are disturbed, work shall be safely suspended until all bats leave the vicinity on their own, or alternative measures can be identified under the direction of a qualified biologist. Work shall resume only once the bats have left the site and/or approval to resume work is given by a qualified biologist.</p> | Construction | Ongoing during construction | Qualified biologist | | |

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| <p>BMP-BIO-11: Bat Monitoring</p> <p>In the event that all bats are not able to be excluded from affected roosting habitat, a qualified biologist shall monitor structure alteration activities. If bats are disturbed, work shall be safely suspended until all bats leave the vicinity of the LA River Access Tunnel on their own, or alternative measures shall be identified under the direction of a qualified biologist. Work shall resume only once the bats have left the site and/or approval to resume work is given by a qualified biologist.</p> <p>Surveys and exclusion measures are expected to prevent maternal colonies from becoming established in structures to be removed or altered. In the event that a maternal colony of bats is found, no work shall be conducted within 100 feet of the maternal roosting site until the maternal season is over or the bats have left the site, or as otherwise directed by a qualified biologist. The site shall be designated as a sensitive area and protected as such until the bats have left the site. No activities shall be authorized adjacent to the roosting site. Combustion equipment, such as generators, pumps, and vehicles, shall not be parked or operated under or adjacent to the roosting site. Construction personnel shall not be authorized to enter areas beneath the colony, especially during the evening exodus.</p> | Construction | Ongoing during construction | Qualified biologist | | |
| Cultural Resources | | | | | |
| <p>BMP-CUL-1: Archaeological Monitoring During Excavation</p> <p>A qualified archaeological monitor shall conduct archaeological monitoring in the West Park and East Park for excavations at depths greater than 5 feet. Monitoring efforts may be reduced or eliminated for those portions of the Project Area shown to have been recently disturbed by construction activities associated with the Sixth Street Viaduct Project.</p> | During construction activities involving excavations greater than 5 feet | Ongoing during construction activities involving excavations greater than 5 feet | Qualified archaeological monitor | | |

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| <p>BMP-CUL-2: Tribal Cultural Resources Sensitivity Training</p> <p>The City shall invite a qualified tribal representative from the Gabrieleño Band of Mission Indians to a pre-construction meeting to provide a training session to the construction contractor regarding potential tribal resources that could be encountered during construction activities and procedures to follow should a tribal resource be encountered.</p> | <p>Prior to construction</p> | <p>Prior to construction</p> | <p>BOE and qualified Tribal representative from the Gabrieleño Band of Mission Indians</p> | | |
| <p>BMP-CUL-3: Tribal Cultural Resources Monitoring During Excavation</p> <p>The City shall retain and compensate for the services of a Tribal monitor who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC’s Tribal Contact list for the Project Area. The Tribal monitor shall only be present on-site during the construction phases that involve ground-disturbing activities in the proposed Arts Plaza. Monitoring efforts may further be reduced or eliminated for those portions of the in the proposed Arts Plaza that (1) are underlain with artificial fill of known origin, (2) require superficial scraping of land at depths less than five feet, or (3) are demonstrated to have been recently disturbed by construction activities associated with the Sixth Street Viaduct Project. The on-site monitoring shall cease when the grading and excavation activities in the proposed Arts Plaza are completed, or when the Tribal representatives and monitor have indicated that the site has a low potential for impacting tribal cultural resources.</p> | <p>Construction</p> | <p>Ongoing during construction phases involving ground-disturbing activities in the proposed Arts Plaza</p> | <p>BOE and Tribal monitor who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC’s Tribal Contact list for the Project Area</p> | | |

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| <p>BMP-CUL-4: Unanticipated Discovery of Archaeological and Tribal Cultural Resources</p> <p>In the event that potentially significant buried archaeological materials are encountered within the Project Area, all work in the vicinity must stop until the archaeological and Tribal monitor can visit the site and assess the significance of the resource. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the City regarding treatment and curation of these resources. Work may continue on other parts of the Project Area while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]).</p> | Construction | Ongoing during construction | BOE and qualified archaeological and Tribal monitors | | |
| <p>BMP-CUL-5: Unanticipated Discovery of Human Remains</p> <p>Health and Safety Code Section 7050.5, Section 15064.5(e) of the CEQA Guidelines, and PRC Section 5097.98 mandate the process to be followed in the unlikely event of an unanticipated discovery of human remains in a location other than a dedicated cemetery. The Los Angeles County Coroner must be notified within 24 hours of the discovery of potentially human remains. The Coroner must then determine within two working days of being notified if the remains are subject to his or her authority.</p> <p>If the Coroner recognizes the human remains (including bone fragments and funerary objects) to be Native American, he or she must contact the NAHC by phone within 24 hours. The NAHC then designates a Most Likely Descendant (MLD) with respect to the human remains within 48 hours of notification. The MLD will then have the opportunity to recommend to the Project proponent means for treating or disposing of, with appropriate dignity, the human remains and associated grave goods within 24 hours of notification.</p> | Construction | Ongoing during construction | BOE | | |
| Geology and Soils | | | | | |
| <p>BMP-GEO-1: Erosion Control</p> | Construction | Ongoing during construction | Department of Public Works Contracts Administration | | |

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| <p>The contractor shall implement standard BMPs, such as the use of fiber rolls and silt fencing, to reduce the amount of dust and dirt from leaving the construction area.</p> | | | <p>Bureau Construction Inspector</p> | | |
| <p>BMP-GEO-2: Geotechnical Site Investigation Recommendations The Geotechnical Site Investigation report for the proposed Project includes recommendations to ensure that the Project Area is suitable for construction, and to ensure that appropriate measures are taken to reduce impacts during earthwork, excavation, utility trenching, backfilling, and other construction activities (Hushmand Associates, Inc., 2018). Backfill soils shall be moisture-conditioned and recompact to meet ASTM International standards to counteract the potential adverse effects of soil expansiveness. If import soils are used, the import soil shall not exhibit an Expansion Index greater than 20 or contain more than 35 percent fines (i.e., fine-grained soils), and shall be screened by the geotechnical engineer to meet ASTM International standards.</p> | <p>Construction</p> | <p>Ongoing during construction</p> | <p>Department of Public Works Contracts Administration Bureau Construction Inspector</p> | | |
| <p>BMP-PAL-1: Paleontological Sensitivity Training Prior to the start of construction, all field personnel shall be briefed regarding the types of fossils that could be found and the procedures to follow should paleontological resources be encountered. Specifically, the training shall provide a description of the fossil resources that may be encountered, outline steps to follow when a fossil discovery is made, and provide contact information for a qualified paleontologist. The training shall be developed by a qualified paleontologist and provided as hand-outs or a PowerPoint Presentation that may be presented concurrently with other pre-construction training.</p> | <p>Prior to construction</p> | <p>Prior to construction</p> | <p>Qualified paleontologist</p> | | |
| <p>BMP-PAL-2: Unanticipated Paleontological Resource Discoveries In the event that an unanticipated fossil discovery is made during construction, a qualified professional paleontologist shall be retained to examine the find and to determine whether further paleontological resource mitigation is warranted in accordance with SVP (2010) guidelines.</p> | <p>Construction</p> | <p>Ongoing during construction</p> | <p>Qualified paleontologist</p> | | |

| Greenhouse Gas Emissions | | | | | |
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| <p>BMP-GHG-1: Off-Road Equipment Construction Requirements</p> <p>Idling shall be limited for vehicles and off-road equipment. Off-road equipment shall meet Tier 4 emission standards and newer. Efficient on-road haul trucks shall be used, where practicable.</p> | Construction | Ongoing during construction | Department of Public Works Contracts Administration Bureau Construction Inspector | | |
| Hazards and Hazardous Materials | | | | | |
| <p>BMP-HAZ-1: Coordination with Regulatory Agencies</p> <p>The City shall coordinate with Metro, U.S. EPA, and DTSC during construction activities to minimize health risks to the public or the environment associated with ongoing cleanup actions within the Project Area.</p> | Construction | Ongoing during construction | BOE | | |
| <p>BMP-HAZ-2: Compliance with SCAQMD Rules and Regulations</p> <p>The contractor shall implement measures to ensure that all construction activities are consistent with SCAQMD rules and regulations, including Rule 1166 - Volatile Organic Compound Emissions from Decontamination of Soil and Rule 1466 - Control of Particulate Emissions from Soils with Toxic Air Contaminants.</p> | Construction | Ongoing during construction | Department of Public Works Contracts Administration Bureau Construction Inspector | | |
| Hydrology and Water Quality | | | | | |
| <p>BMP-HYDRO-1: Construction Drainage Design</p> <p>The proposed Project shall incorporate drainage designs that direct stormwater runoff or irrigation runoff away from structures or the top of the slopes. No stormwater will be allowed to discharge over the top of a cut or fill slope.</p> | Design and construction | Design and ongoing during construction | Department of Public Works Contracts Administration Bureau Construction Inspector | | |

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| <p>BMP-HYDRO-2: Off-Site Sediment Transport</p> <p>All entrances and exits to the construction site shall be stabilized to reduce transport of sediment off-site. Any sediment or other materials tracked off-site shall be removed within a reasonable time.</p> | Construction | Ongoing during construction | Department of Public Works Contracts Administration Bureau Construction Inspector | | |
| <p>BMP-HYDRO-3: Storm Drain Message and Signage</p> <p>Existing and proposed storm drain catch basins within the vicinity of the Project Site shall be marked and maintained.</p> | Operation | Ongoing during operation | BOE | | |
| <p>BMP-HYDRO-4: Outdoor Material Storage Area Design</p> <p>Proposed outdoor storage areas shall be organized and maintained to prevent stored materials from being permitted to runoff with stormwater. The outdoor storage of toxic and hazardous materials is not permitted.</p> | Operation | Ongoing during operation | BOE | | |
| <p>BMP-HYDRO-5: Outdoor Trash Storage Area Design</p> <p>Proposed outdoor trash storage enclosures shall be organized and maintained to prevent the transportation of trash and debris in stormwater. Bins and dumpsters shall remain covered.</p> | Operation | Ongoing during operation | BOE | | |
| <p>BMP-HYDRO-6: Employee Training</p> <p>Operations and maintenance employees shall be trained and made aware of the source controls, LID BMPs, educational materials, and maintenance requirements for the proposed Project at first hire and yearly thereafter.</p> | Prior to operation | Ongoing during operation | BOE | | |
| <p>BMP-HYDRO-7: Common Area Landscape Management</p> <p>A landscape maintenance program shall be established in order to optimize water efficiency, limit pollutant introduction from fertilizers and pesticides, manage landscape waste, and prevent soil erosion.</p> | Prior to operation | Ongoing during operation | BOE | | |

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| <p>BMP-HYDRO-8: Common Area Litter Control</p> <p>A waste management program shall be implemented to inspect the Project Site for litter and pick up any litter as necessary on a regular basis.</p> | Operation | Ongoing during operation | BOE | | |
| <p>BMP-HYDRO-9: Common Area Catch Basin Inspection</p> <p>Catch basins shall be inspected and maintained, at a minimum, yearly and prior to the rainy season.</p> | Operation | Ongoing during operation | BOE | | |
| <p>BMP-HYDRO-10: Street Sweeping Parking Lots</p> <p>The angled parking spaces along Anderson Street shall be vacuum swept, at a minimum, yearly and prior to the rainy season.</p> | Operation | Ongoing during operation | BOE | | |
| <p>BMP-HYDRO-11: BMP Maintenance</p> <p>Proposed structural source controls, non-structural source controls, and LID BMPs shall be maintained as outlined in the Operations and Maintenance Plan that would be developed for the proposed Project.</p> | Operation | Ongoing during operation | BOE | | |
| <p>BMP-HYDRO-12: Structural and LID BMPs</p> <ul style="list-style-type: none"> • Runoff from the Project Site and tributary Viaduct areas shall be captured by proposed stormwater drainage systems, routed to a variety of structural and LID BMPs and discharged to the existing stormwater drainage facilities adjacent to the site. In addition, the Project Site shall include a combination of paved surfaces and landscaped areas to provide soil stability and further minimize erosion. • The remaining localized rainfall falling on the portion of the Project Site outside of the Viaduct’s footprint shall be treated through a combination of incidental infiltration during sheet flow along pervious land areas, incidental infiltration within localized vegetated basins, and below-grade capture and use systems below some of the proposed lawn areas in areas with a larger impervious area footprint. The incidental infiltration or capture and use of the stormwater will remove pollutants of concern. Larger storm events will be captured and | Construction and operation | Ongoing during construction and operation | BOE | | |

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| <p>conveyed through proposed local storm drainage systems to new connections to the existing storm drainage system.</p> <ul style="list-style-type: none"> Structural BMPs (i.e., proprietary vaults with media-filled cartridges) shall be installed to treat runoff for pollutants of concern identified in the City's LID Manual, including sediments, oil and grease, metals, organic materials, and nutrients. Runoff shall also be treated through lined vegetated biofiltration basins and below-grade capture and use systems, where the runoff will be filtered through the vegetation and soil media to remove pollutants of concern before discharging through a perforated underdrain. | | | | | |
| <p>BMP-HYDRO-13: Regulatory Requirements for Water Quality</p> <ul style="list-style-type: none"> To comply with the provisions of the NPDES MS4 Permit, the proposed Project shall implement a SWPPP that includes construction site BMPs to control erosion and sedimentation. BMPs include silt fencing, fiber rolls, sandbag barriers, drainage inlet protections, and berms at the top of all grade slopes. The SWPPP shall also include post-construction stormwater management measures to control pollutants in stormwater discharges during operation of the proposed Project. If groundwater is encountered, the contractor shall develop a dewatering plan, and a Dewatering Permit with the Los Angeles RWQCB will also be required. Should dewatering be required, the proposed Project shall comply with the General Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties. Proposed construction activities shall comply with all applicable federal, state, and local requirements to reduce the potential for the release of hazardous waste and other contaminants into groundwater. In addition, construction activities will be subject to the provisions of the CWA and Porter-Cologne Act; and other federal, state, and local | <p>Prior to construction</p> | <p>Ongoing during construction</p> | <p>Department of Public Works Contracts Administration Bureau Construction Inspector</p> | | |

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| <p>requirements to ensure that stormwater pollutants resulting from construction will not substantially degrade water quality.</p> <ul style="list-style-type: none"> • A water diversion plan is not anticipated for the proposed Project because Phase II construction activities shall be performed during the dry season (April 15 through October 15). However, if work in a flowing stream is unavoidable, a water diversion plan shall be required, and the entire stream flow shall be diverted around the work area by a barrier, temporary culvert, new channel, or other means approved by the CDFW. Should water diversion be necessary, a 401/404 permit will also be required. • An emergency evacuation plan shall be prepared for Phase II construction within the LA River. If measurable rain with 25 percent or greater probability is predicted within 72 hours during project-related activities, all activities within the LA River shall cease and protective measures to prevent siltation/erosion shall be implemented/maintained. With the implementation of BMPs, alterations to drainage patterns during construction in the LA River channel will not result in substantial erosion or siltation onsite or offsite. • A Notice of Intent (NOI) for stormwater discharges associated with construction activities may also be required under the NPDES General Permit. • Stormwater BMPs shall follow the latest California Stormwater Quality Association’s Stormwater Best Management Practices Handbook. All entrances and exits to a construction site will be stabilized to reduce transport of sediment off-site. Any sediment or other materials tracked off-site will be removed within a reasonable time. • Any non-stormwater discharge shall be controlled and properly disposed of through the sanitary sewer system or transported to an approved processing facility to prevent the contamination of site soils and groundwater. | | | | | |
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| <ul style="list-style-type: none"> The handling, storage, and disposal of contaminants shall comply with all applicable federal, state, and local requirements. The Project Site shall be remediated to standards acceptable to LACoFD and other regulatory agencies as required, thereby reducing the area affected by contaminants. | | | | | |
| Land Use and Planning | | | | | |
| BMP-LAND-1: Coordination with Los Angeles Department of City Planning The City BOE shall continue to work with the Los Angeles Department of City Planning to ensure that the proposed Project is consistent with future zoning changes. | Ongoing | Ongoing | BOE | | |
| BMP-LAND-2: Coordination with Viaduct Replacement Project Any necessary land use entitlements shall be secured prior to the start of construction activities, and shall be coordinated with construction of the Viaduct Replacement Project. | Prior to construction | Prior to construction | BOE | | |
| BMP-LAND-3: Construction Area Construction equipment, materials storage, and construction activities shall be contained within the limits of construction, and construction areas shall be fenced. | Construction | Ongoing during construction | Department of Public Works Contracts Administration Bureau Construction Inspector | | |
| Noise and Vibration | | | | | |
| BMP-NOISE-1: Construction Equipment Requirements Construction equipment shall be properly maintained and equipped with mufflers. | Construction | Ongoing during construction | Department of Public Works Contracts Administration Bureau Construction Inspector | | |

| Transportation and Traffic | | | | | |
|---|-----------------------|-----------------------------|--|--|--|
| <p>BMP-TRANS-1: Temporary Detour Routes</p> <p>During proposed construction activities, temporary detours shall be provided for any affected pedestrian and bicycle facilities.</p> | Construction | Ongoing during construction | Department of Public Works Contracts Administration Bureau Construction Inspector | | |
| <p>BMP-TRANS-2: Construction Staging Plan</p> <p>A construction staging plan shall be developed to reduce impacts related to noise, dust, traffic, and other health hazards. In addition, construction site BMPs (e.g., fencing, signs, and detours) shall be implemented to minimize hazards and prevent safety issues on the roadways and sidewalks surrounding the construction site.</p> | Prior to construction | Ongoing during construction | Department of Public Works Contracts Administration Bureau Construction Inspector | | |
| <p>BMP-TRANS-3: Construction Traffic</p> <p>Construction-related trips shall be scheduled with increased frequency during off-peak hours to minimize impacts to commuters.</p> | Prior to construction | Ongoing during construction | Department of Public Works Contracts Administration Bureau Construction Inspector | | |
| <p>BMP-TRANS-4: Access to Parcels</p> <p>If access to any existing parcels are removed during proposed construction activities, temporary access shall be provided, and/or new points of access shall be constructed.</p> | Prior to construction | Ongoing during construction | BOE | | |

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| <p>BMP-TRANS-5: Site-Specific Traffic Control and Transit Plan for Large Events</p> <p>Large event permittees shall develop a site-specific traffic control plan to provide information on parking and circulation and highlight transit options for event attendees to minimize congestion and vehicle miles traveled. Traffic control strategies for events will include inbound/outbound flex lanes and sheriff controlled intersections. Traffic control plans will also identify nearby public parking facilities and identify passenger pick-up/drop-off locations. Permittees will be required to consider the cumulative traffic impacts of their event in relation to other events in the Project Area. The traffic control plans will also identify emergency services egress and access.</p> | <p>During operation (large events)</p> | <p>Ongoing during operation (large events)</p> | <p>BOE and RAP or some other entity</p> | | |
| <p>Utilities</p> | | | | | |
| <p>BMP-USS-1. Wastewater Treatment</p> <p>Any wastewater produced as a result of proposed construction activities, such as water containing diesel and oil, paint, solvents, cleaners, and other chemicals, as well as construction debris and dirt, shall be collected in settlement tanks and screened. The clean water shall be discharged, and the remaining sludge shall be disposed of in accordance with water and solid waste disposal regulations, including the CWA, the Porter-Cologne Water Quality Control Act, and the RCRA.</p> | <p>Construction</p> | <p>Ongoing during construction</p> | <p>Department of Public Works Contracts Administration Bureau Construction Inspector</p> | | |
| <p>BMP-USS-2. Temporary Stormwater Drainage Measures</p> <p>Temporary stormwater drainage measures to prevent polluted runoff in the construction site shall include, but not be limited to, the installation of earth dikes, drainage swales, and ditches, silt fences, desilting basins, and stormwater drain inlet protection.</p> | <p>Construction</p> | <p>Ongoing during construction</p> | <p>Department of Public Works Contracts Administration Bureau Construction Inspector</p> | | |
| <p>BMP-USS-3. Coordination with Service Providers</p> <p>The location of underground utilities shall be confirmed prior to proposed construction activities by contacting the Underground Service Alert of</p> | <p>Prior to construction</p> | <p>Prior to construction and ongoing</p> | <p>BOE</p> | | |

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| Southern California (DigAlert). If necessary, the City shall work in close coordination with utility providers to develop a relocation plan to minimize possible impacts and disruption to service utilities. | | during construction | | | |
| <p>BPM-USS-4. Reduced Consumption of Water Resources</p> <p>Design features to reduce the consumption of water resources shall be implemented, such as low-flow water fixtures and water efficient irrigation design and practices. In addition, drought-tolerant landscaping shall be planted to further reduce water consumption.</p> | Design | Design | BOE | | |