COMMUNITY IMPACT ASSESSMENT

FOR THE

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



June 2019

PREPARED FOR:

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Summary

The purpose of this Community Impact Assessment (CIA) is to assess the potential impacts of the Sixth Street Park, Arts, River and Connectivity Improvements (PARC) Project (proposed Project) related to aesthetics, land use and planning, population and housing, public services, utilities and service systems, transportation and traffic, air quality, hazards and hazardous materials, hydrology and water quality, and noise, and how those impacts may affect the community's character, facilities and services, and safety in the Project Study Area. This CIA has been prepared in accordance with the California Environmental Quality Act (CEQA) and the *L.A. CEQA Thresholds Guide* (City of Los Angeles, 2006).

The CIA includes a discussion of the proposed Project, the existing setting of the Project Area, including census data for the Project Area and surrounding areas, and the regulatory framework with respect to community character, facilities and services, and safety. In addition, the CIA identifies potential community impacts associated with the proposed Project, and recommends Best Management Practices (BMP) and/or mitigation measures.

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 PARC Project. The proposed Project includes the creation of public recreational space on approximately 13 acres in areas underneath 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. 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.

Construction is expected to begin at the end of 2021 and be completed by the end of 2023. As summarized in the following table, the proposed Project would have the potential to result in impacts on community character, community facilities and services, and community safety as result of the construction and/or operation of the proposed public recreational space. However, best management practices and mitigation measures would be implemented, such that potential impacts would be less than significant under CEQA. The proposed Project would result in several beneficial impacts, such as providing parks and recreational facilities for underserved communities in primarily industrial and commercial areas.

Summary of Potential Impacts

Environmental Resource	Potential Impact
Community Character	
Aesthetics	The proposed Project would not result in a substantial adverse effect on a scenic vista, conflict with regulations governing scenic quality, or result in new sources of substantial light or glare. Therefore, impacts would be less than significant.
Land Use and Planning	The proposed Project would not conflict with land use plans, policies, or regulations. In addition, the proposed Project would be compatible with surrounding land uses. Therefore, impacts would be less than significant.
Population and Housing	The proposed Project would not directly or indirectly induce substantial unplanned population growth. Therefore, impacts would be less than significant.
Community Facilities and Services	
Public Services	The proposed Project could affect service ratios and response times for emergency service providers. However, measures to address transportation impacts would be implemented. The proposed Project would provide additional recreation and park services that may alleviate the demand for other existing parks and recreational facilities in the surrounding communities. Therefore, impacts would be less than significant.
Utilities and Service Systems	The proposed Project would include construction and operational best management practices to promote beneficial stormwater treatment and/or capture. There are adequate facilities to meet the utility demands of the proposed Project. During utility installation and relocations, the City would coordinate with service providers to ensure that there are no disruptions in utility services. Therefore, impacts would be less than significant.
Transportation and Traffic	Construction of the proposed Project would require the use of roadways surrounding the construction site by vehicles and equipment, which may result in temporary impacts to the circulation system. Operation of the proposed Project would increase the use of the circulation system and parking surrounding the Project Area. However, the proposed Project would include implementation of and mitigation measures to reduce potential transportation impacts in the project area. Therefore, impacts would be less than significant.
Community Safety	
Air Quality	Construction of the proposed Project would result in a considerable increase of emissions in the project area. However, the proposed Project would include implementation of best management practices and mitigation measures to reduce potential air quality impacts to the project area. Therefore, impacts would be less than significant.

Hazards and Hazardous Materials	Project construction would require the removal of contaminated soils and the use of construction materials that would be considered hazardous. However, the transportation, 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. Operation of 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. Hazardous materials would be properly handled, contained, transported, and disposed of in compliance with applicable laws and regulations. Therefore, impacts would be less than significant.
Hydrology and Water Quality	With implementation of best management practices, the proposed Project would not pollute or contaminate surface waters or groundwaters. A public safety plan would be implemented to reduce the potential to harm people during flood events. Therefore, impacts would be less than significant with mitigation.
Noise	The proposed Project would result in increased levels of noise levels during construction. However, the proposed Project would include implementation of best management practices and mitigation measures to reduce potential noise impacts in the project area. Therefore, impacts would be less than significant.

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Chapter 1
Introduction

The City of Los Angeles, Department of Public Works, Bureau of Engineering is proposing to construct the Sixth Street Park, Arts, River and Connectivity Improvements (PARC) Project (proposed Project). The proposed Project consists of the creation of public recreational space on approximately 13 acres in areas underneath and adjacent to the Sixth Street Viaduct. The purpose of this Community Impact Assessment (CIA) is to assess the potential impacts of the proposed Project related to aesthetics, air quality, hazards and hazardous materials, land use and planning, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems, and how those impacts may affect the people, institutions, communities, neighborhoods, and larger social and economic systems within the Project Study Area. This CIA has been prepared for the proposed Project in accordance with the California Environmental Quality Act (CEQA) and other substantive environmental laws applicable to the subjects addressed in this document.

1.1 What is a Community Impact Assessment?

The purpose of this report is to provide information regarding community character and public safety effects of the proposed Project so that final project decisions will be made in the public interest. CEQA only requires consideration of social and economic impacts if these impacts contribute to, or are caused by, physical impacts on the environment. The report is intended to clearly describe the relevant existing conditions and the potential community impacts of the proposed Project.

1.2 Regulatory Setting

1.2.1 Applicable State and Regional Plans

1.2.1.1 California Environmental Quality Act

CEQA requires the analysis of alternatives that avoid significant impacts; social and economic impacts that could result in physical changes to the environment; and cumulative impacts (California National Resources Agency, 2016). In addition, CEQA encourages public disclosure and participation in the environmental decision-making process through public hearings, public comment periods, and agency responses to comments.

CEQA requires the analysis of a Project's potential to induce growth. CEQA guidelines, Section 15126.2(d), require that environmental documents "…discuss the ways in which a project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment…" (California National Resources Agency, 2016).

Under CEQA, growth inducement is not necessarily considered detrimental, beneficial, or environmentally significant. Typically, the growth-inducing potential of a project is considered substantial if it fosters growth or a concentration of population in excess of what is assumed in relevant master plans, land use plans, or in projections made by regional planning agencies.

Substantial growth impacts could be manifested through the provision of infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth significantly affects the environment in some other way.

1.2.1.2 Assembly Bill 1385 – California Complete Streets Act

Assembly Bill (AB) 1385, also known as the California Complete Streets Act, was adopted by the California State Legislature in 2008. AB 1385 requires local jurisdictions to "plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban or urban context." AB 1358 ensures that local streets and roads are designed to accommodate the needs of bicyclists, pedestrians, and public transit users, in addition to motorists.

1.2.1.3 California Senate Bill 743

California Senate Bill (SB) 743, which was signed into law in 2013, requires the Office of Planning and Research to amend the CEQA guidelines for transportation impact analysis. Under SB 743, level of service (LOS) and other measures of vehicular capacity or traffic congestion will no longer serve as the basis for determining significant impacts for land use projects and plans. Measurements of transportation impacts may include vehicle miles traveled (VMT), VMT per capita, automobile trip generation rates, or automobile trips generated. SB 743 was enacted in order to balance the needs of congestion management with statewide goals of reducing greenhouse gas emissions, developing multimodal transportation networks, and promoting a diversity of land uses.

1.2.1.4 Quimby Act

Passed in the State of California in 1975, the Quimby Act allows governing bodies within a city or county to dedicate land or impose fees for park or recreational purposes as a condition for the approval of development projects (California Legislative Information, 2015). The goal of the Quimby Act is to require developers to mitigate the impacts of their proposed developments, ensuring adequate acres of open space for residents (three to five acres for every 1,000 residents).

1.2.1.5 Southern California Association of Governments

Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is a long-range plan that balances future mobility and housing needs with economic, environmental, and public health goals (Southern California Association of Governments, 2018). The SCAG region is made up of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The RTP/SCS includes input from local and tribal governments, transportation commissions, non-profit organizations, businesses, and local stakeholders.

The strategies outlined in the RTP/SCS aim to help the region meet greenhouse gas emission reduction goals, achieve Federal Clean Air Act requirements, preserve open spaces, improve public health, enhance

roadway safety, and support the movement of goods and use of resources throughout the SCAG region. The RTP/SCS includes over 4,000 transportation projects within the SCAG region, including highway improvements, railroad grade separations, bicycle lanes, transit, and bridge replacements.

Regional Housing Needs Assessment

The *Regional Housing Needs Assessment* (RHNA) quantifies the need for housing in jurisdictions within the SCAG region (Southern California Association of Governments, 2012). SCAG conducts the RHNA every eight years. The most recent assessment was completed in 2012 and covers a projection period between 2014 and 2021. The RHNA guides communities in decisions related to land use planning, resource allocation, and addressing existing and future housing needs based on population, employment, and household growth in the SCAG region.

1.2.2 Applicable Local Plans

1.2.2.1 City of Los Angeles Municipal Code

The City's Municipal Code provides the regulatory framework and ordinances of the City (City of Los Angeles, 2018b). The Municipal Code assists City offices, departments, and other governmental agencies in carrying out their functions, and provides citizens with information regarding the City's regulations. Chapter I of the Municipal Code governs planning, zoning, land regulations, development projects, and other topics pertaining to land use. The chapter includes definitions and standards for different land uses, and identifies the land uses that are allowed in various zoning districts.

Los Angeles Fire Code

The 2017 Los Angeles Fire Code is part of the City's Municipal Code (Chapter V, Article 7), and incorporates the requirements outlined in the California Fire Code, as well as City amendments. The Fire Code includes, but is not limited to, requirements regarding fire safety during construction, emergency response, fire protection, and materials for existing and proposed buildings (City of Los Angeles, 2017a). Division 9 of the Fire Code provides requirements related to fire department access, and response distance and fire-flow requirements for different land uses.

Los Angeles Building Code

The Los Angeles Building Code is a component of the City's Municipal Code (Chapter IX, Article 1), which provides regulations for the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures. The Building Code includes guidelines for fire-resistant materials and construction, as well as requirements for fire-protection systems. In addition, the Building Code provides safety guidelines, including requirements for exterior illumination and safeguards during construction.

Ordinance Number 184505

Under California's Quimby Act, Ordinance Number 184505 requires housing developers to dedicate land and/or pay a "park and recreation impact fee" for the purpose of acquiring, expanding, and improving park and recreational facilities for residents (City of Los Angeles, 2016b). The fees or acreage of land set aside for park and recreation purposes varies depending on the number of dwelling units and/or the

number of occupants per dwelling unit. Recreational sites and facilities must also be within a specified radius of the proposed development.

City of Los Angeles Low Impact Development Ordinance

The Low Impact Development (LID) ordinance (Ordinance Number 181899), which became effective May 2012, requires development and redevelopment projects to mitigate runoff in a manner that utilizes natural resources to capture rainwater. The LID ordinance applies to all development and redevelopment projects that create, add, or replace 500 square feet or more of impervious surface area. The LID ordinance expands on the existing Standard Urban Mitigation Plan requirements adopted in 2000, which only applied to projects falling under certain categories (LA Sanitation, n.d.). Under the LID ordinance, projects must implement LID Best Management Practices (BMP), as recommended in the City's *Development Best Management Practices Handbook* (City of Los Angeles, 2011). LID BMPs include infiltration, capture and use, and high efficiency bio-filtration/retention system BMPs (i.e., infiltration trenches and basins, dry wells, underground detention chambers, permeable pavement, cisterns and rain tanks, flow-through planters, and vegetated bioswales).

1.2.2.2 City of Los Angeles General Plan

As required by the State of California, the City's General Plan addresses goals, policies, and standards related to land use, circulation, housing, conservation, open space, noise, and safety (Los Angeles Department of City Planning, 2017c). To address goals that meet the unique needs of the City, the General Plan also includes elements related to health and wellness, air quality, conservation, and public facilities and services. The City is currently undertaking a comprehensive update to the General Plan.

Framework Element

The General Plan Framework Element is a strategy for long-term growth that guides updates to the community plan and citywide elements, as required by California State law (Government Code Section 65300) (City of Los Angeles, 1996). The Framework Element responds to state and federal mandates to plan for the future by providing goals, policies, and objectives on a variety of topics, such as land use, housing, urban form, open space, transportation, and infrastructure and public services. The Framework Element features several implementation programs, which include amendments to community plans and the zoning ordinance, and the establishment of development standards.

Land Use Element

The Land Use element of the City's General Plan includes Community Plans for 35 community plan areas (along with LAX and Port Plans), within Los Angeles to provide specific neighborhood-level detail, and provide relevant policies and implementation strategies necessary to achieve the General Plan objectives, needs, and wishes of each community. Community Plans guide the future development in neighborhoods by establishing goals and policies for land use. General land use maps were developed for Boyle Heights and Central City North Community Plan areas where the Project Area is located. The Community Plans for Boyle Heights and Central City North are currently undergoing updates.

<u>Boyle Heights Community Plan</u>

The Boyle Heights Community Plan is part of the City of Los Angeles General Plan and discusses the major planning land use issues and opportunities facing the community. The Boyle Heights Community Plan

also establishes a framework for development in accordance with the community's land use policies and programs (City of Los Angeles, 1998). The portion of the Project Area east of the LA River is located in the Boyle Heights community. The Boyle Heights Community Plan is currently being updated, with a draft released in October 2017 (Los Angeles Department of City Planning, 2017b).

Central City North Community Plan

The Central City North Community Plan is one of the plan areas that comprise the City's Land Use Element and includes land use policies and implementation programs for the community (City of Los Angeles, 2000). The portion of the Project Area west of the LA River is located in the Central City North community.

The City is currently updating the Downtown Community Plan, also known as DTLA 2040 Plan, which includes both the Central City North and Central City Community plan areas (Los Angeles Department of City Planning, n.d.). The proposed DTLA 2040 Plan intends to address Downtown Los Angeles' growth in population, housing, and employment. An emphasis on transit and new zoning tools are central to the proposed DTLA 2040 Plan.

Open Space Element

The Open Space Element of the City's General Plan provides information to guide decision makers and interested citizens regarding the identification, preservation, conservation, and acquisition of open space in the City (Los Angeles Department of City Planning, 1973). The Element aims to ensure that the City has sufficient open space to meet its recreational, environmental, health, and safety needs. In addition, the Element aims to conserve and preserve the City's environmental resources, as well as provide open spaces that contribute to the City's identity.

Service Systems Element/Public Recreation Plan

The Public Recreation Plan includes policies and programs that emphasize neighborhood and community facilities, including recreational sites and parks (City of Los Angeles, n.d.c). The Plan's objectives include developing standards for the City's public recreational facilities, with the goal of meeting the City's recreational needs and benefiting the greatest number of people, while minimizing costs and environmental impacts.

Housing Element

The Housing Element of the City's General Plan identifies the City's existing housing conditions and needs; establishes goals, objectives, and policies for the City's housing and growth strategy; and describes programs that the City intends to implement to meet the diverse housing needs throughout the City (Los Angeles Department of City Planning, 2013).

The Housing Element includes goals, objectives, and policies for providing an adequate supply of housing, expanding opportunities and resources for affordable housing, and providing housing and services to meet the needs of the homeless or people at risk of homelessness. The Housing Element also discusses development trends and future growth in the City, identifying opportunities for infill development and redevelopment.

Safety Element

The Safety Element of the City's General Plan addresses the protection of people from risks associated with natural disasters (Los Angeles Department of City Planning, 1996). The Safety Element includes goals, objectives, and policies that guide the City's Emergency Operations Organization, which is the City's department responsible for emergency planning, training, and mitigation, as well as response and recovery operations. The Safety Element includes standards related to fire protection and prevention, such as standards for the location and expansion of fire facilities, access to structures and clearances around structures, and minimum road widths.

Mobility Plan 2035 (Circulation Element)

The City's Mobility Plan 2035 is an element of the General Plan that updates the Circulation Element and integrates the 2010 Bicycle Plan (Los Angeles Department of City Planning, 2016). The Mobility Plan implements the requirements of AB 1385 by providing the policy foundation for achieving a transportation system that balances the needs of all road users. The Mobility Plan lays the foundation for a network of complete streets and establishes new complete street standards that will provide safe and efficient transportation for pedestrians (especially for vulnerable users such as children, seniors and the disabled), bicyclists, transit riders, and car and truck drivers.

1.2.2.3 Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment

The Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment, initiated by the Los Angeles County Department of Parks and Recreation, provides an evaluation of the existing facilities within individual study areas to determine levels of need for additional parks (Los Angeles County Department of Parks and Recreation, 2016). The Needs Assessment is intended to inform planners and decision-makers with regards to future funding, equitable allocation, staffing and programming, and other needs. The latest Needs Assessment was completed in 2016. Existing park facilities throughout the County were inventoried, and this inventory included local parks, regional recreation parks, and regional open space parks.

1.2.2.4 Re:code LA

The City's existing Zoning Code was adopted in 1946. Re:code LA is a new zoning code for the City that is being developed through the Re:code LA effort (Los Angeles Department of City Planning, 2014). The Department of City Planning initiated RE:code LA in 2012 to address the City's current and future transportation, employment, and housing demands based on changes in population size and demographics. The new zoning code is being implemented through community plan updates, it does not apply to the entire city at once.

1.2.2.5 L.A.'s Green New Deal (Sustainable City pLAn)

The City developed a Sustainable City pLAn (Plan) in 2015 and an updated annual report, called L.A.'s Green New Deal, was released in 2019 (Office of the Los Angeles Mayor, 2019). The plan consists of 47 targets with milestones and initiatives for a cleaner environment and a stronger economy. The plan includes a vision for expanding tree canopy, providing greater access to parks open space, restoring the

LA River, and protecting biodiversity and natural areas. To help meet this vision, the plan established a target of ensuring the proportion of Angelenos living within 0.5 mile of a park or open space is at least 65 percent by 2025, 75 percent by 2035, and 100 percent by 2050. In addition, the plan includes a target for creating 32 miles of bike paths and trails to increase public access to the LA River by 2028.

1.2.2.6 Los Angeles River Revitalization Master Plan

The Los Angeles River Revitalization Master Plan (Master Plan) includes plans to construct a continuous river greenway, providing habitat restoration, open spaces, and pedestrian and bicycle paths along the Los Angeles River (City of Los Angeles, 2007a). A few segments of the path have been constructed, with plans to extend the trail along the entire 32-mile corridor. The primary goals of the Master Plan are:

- Establishing design, land use, and development guidelines within the River zone;
- Improving water quality, water resources, and ecological functioning of the LA River;
- Providing public access to the LA River;
- Providing recreation, open space, and wildlife habitat;
- Preserving and enhancing flood control features of the LA River; and
- Increasing community awareness of the LA River.

To achieve these goals, the Master Plan includes visions for bikeways and pedestrian paths to the LA River, including the Los Angeles River Bike Path Gap Closure Project to create a continuous greenway adjacent to the LA River.

1.2.2.7 City of Los Angeles River Improvement Overlay District

Effective August 20, 2014, Section 13.17 of the City's Municipal Code provides standards for the establishment of the River Improvement Overlay (RIO) District. The RIO District is a special use district that extends approximately 0.5 mile from the Los Angeles River (LA River) through the communities of Boyle Heights, Arts District, Lincoln Heights, and Chinatown East (City of Los Angeles, 2007b). The RIO District is intended to help the City coordinate land use development along the 32-mile corridor of the LA River within the City's boundaries. Within the RIO District, new projects must conform to the development regulations outlined in the Municipal Code, including landscaping, screening/fencing, lighting, and river access requirements.

1.2.2.8 LA River Design Guidebook

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

1.2.2.9 Comprehensive Homeless Strategy

The City developed the *Comprehensive Homeless Strategy* to address homelessness over the next ten years as a joint effort between the City, County, and the Los Angeles Homeless Services Authority

(LAHSA). The report provides over 60 recommendations for decision makers with regards to prioritizing and allocating funding, including preventive strategies, case management, and housing services. (City of Los Angeles, 2016a). The key areas of the report include:

- **No Wrong Door**: Allows homeless people to access housing services through any City agency (e.g., Los Angeles Police Department, Los Angeles Fire Department, and the Public Library System). Each department will receive customized training to engage homeless people and connect them with services.
- **Coordinated Entry System:** Streamlines the process for finding permanent housing with more targeted and cost-effective strategies.
- **Housing**: Includes policies to streamline the planning and zoning process for permanent supportive housing projects, and to increase the investment and use of housing subsidies and vouchers. Suggests the conversion of public and private shelters into bridge and permanent housing options and the expansion of emergency shelters into 24-hour operations.
- **Assistance for the Homeless – El Niño**: Funding provided for inclement weather shelters and other costs associated with El Niño to avoid injury and loss of life.

1.2.2.10 Executive Directive 16

Executive Directive 16 provides City staff with the resources needed to implement the City's *Comprehensive Homeless Strategy* (Los Angeles Mayor, n.d.). The Directive implements a "No Wrong Door" strategy that allows homeless people to have access to City services, regardless of which City Department they seek help from. A budget of $138 million has been allocated to addressing the City's homelessness crisis, with 22% of funding dedicated to expanding services for the homeless provided by LAHSA.

1.2.2.11 Measure H

Measure H is a County measure that is expected to generate $355 million annually for services to combat homelessness (Los Angeles County, n.d.). Services include programs related to homelessness prevention, foster care and youth, health and mental illness, outreach and case management, re-entry from justice system, and unemployment.

1.2.2.12 Proposition HHH

The Proposition HHH Permanent Supportive Housing Loan Program is a program that was developed to provide permanent supportive housing for homeless individuals and those at risk of homelessness throughout the City (Los Angeles Housing + Community Investment Department, n.d.). The program aims to reduce homelessness by creating safe and affordable housing units and increasing the accessibility of services and treatment programs.

1.3 Proposed Project

1.3.1 Project Description

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 13 acres in areas underneath and adjacent to the upcoming Sixth Street Viaduct (Viaduct) in the City of Los Angeles.

The proposed Project would be located under and adjacent to the Viaduct between Mateo Street to the west and the United States Highway 101 (U.S. 101) to the east, in the city of Los Angeles (Project Area) (see **Figure 1-1**, Regional Location, **Figure 1-2**, Project Location, and **Figure 1-3**, Project Area). The Project Area, which includes the potential area of direct and indirect impacts resulting from the proposed Project, spans from the Downtown Los Angeles Arts District over the Los Angeles River ("River" or "LA River") to the neighborhood of Boyle Heights on the east side of the River.

The Sixth Street Viaduct was a vital connection between Downtown Los Angeles and Boyle Heights. The majority of the Project Area is currently a construction site for the Sixth Street Viaduct Replacement Project, which began in 2016. As such, the Project Area primarily consists of fencing around an area of exposed soil with staged construction equipment and materials.

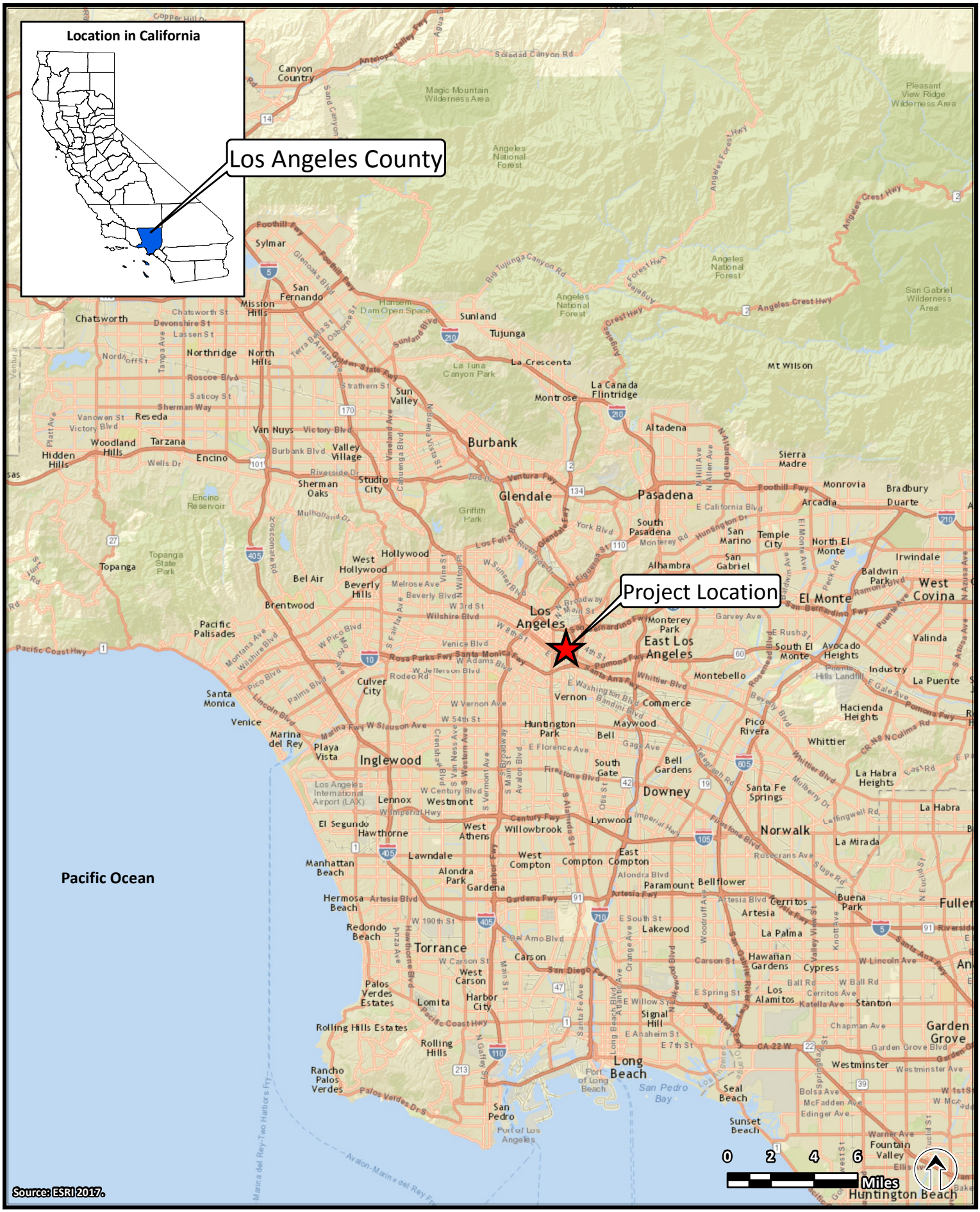
The Project Area is located in Council District 14 at the boundary of the City of Los Angeles' Central City North and Boyle Heights Community Plan areas. Land uses along the north and south sides of the Viaduct are predominately industrial and commercial. The nearest residence borders the northeastern 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 are adjacent to the east and west banks of the LA River within the Project Area. The Los Angeles Metropolitan Transportation Authority (Metro), Southern California Regional Rail Authority (SCRRA), Burlington Northern Santa Fe (BNSF), Amtrak, and Union Pacific Railroad (UPRR) own and/or operate railroad corridors within the Project Area. The Los Angeles Department of Water and Power's (LADWP) Transmission Right of Way (TLRW) is also located along the east and west banks of the River.

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

1.3.2 Proposed Project Elements

The proposed Project would create public recreational space on approximately 13 acres in areas underneath and adjacent to the Viaduct. Approximately 5.8 acres of the PARC would be directly under the Viaduct. The proposed Project is divided into the following sections: (1) West Park, which is located



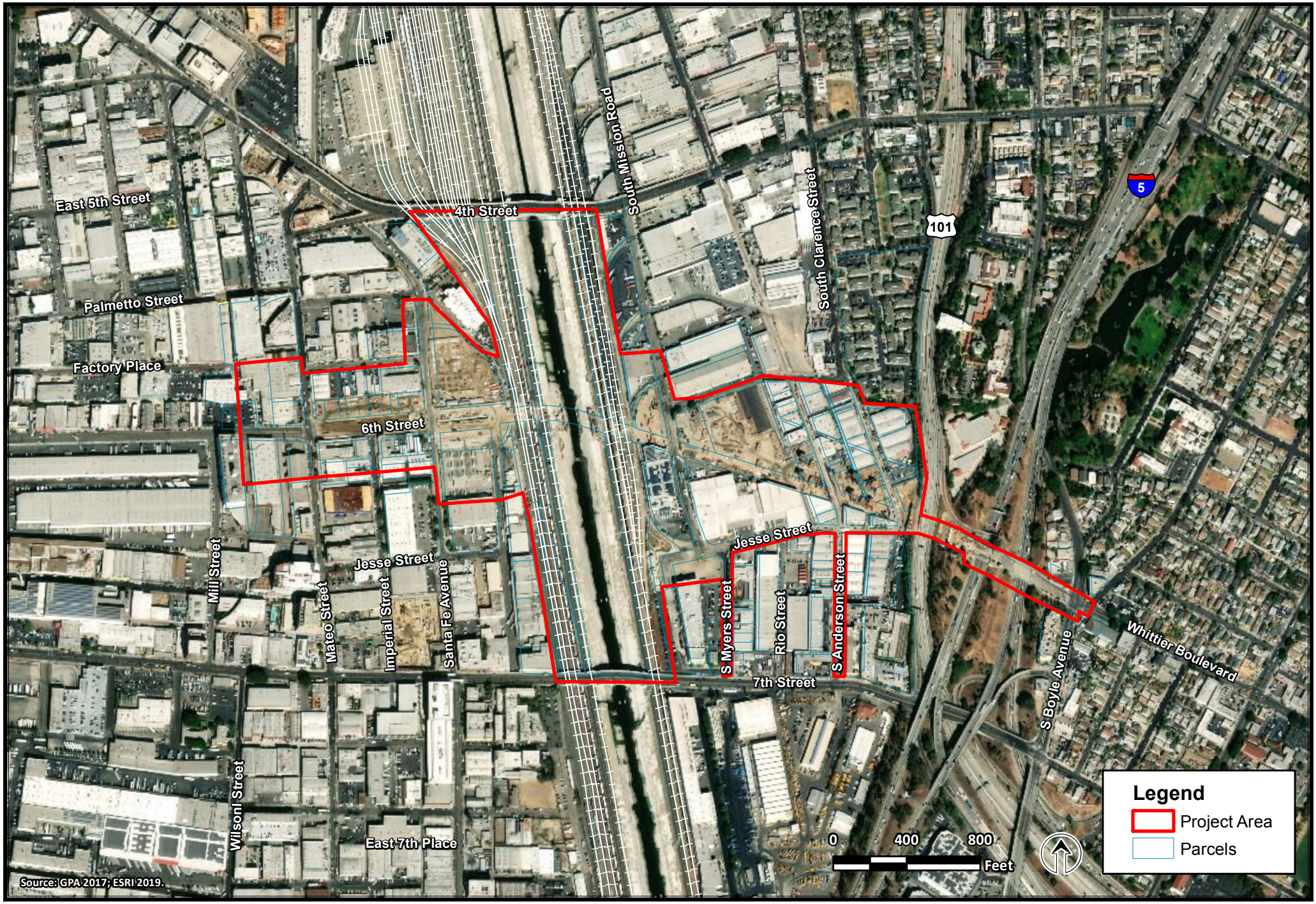
ENGINEERING
CITY OF LOS ANGELES

FIGURE 1-1. REGIONAL LOCATION
Sixth Street PARC Project



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FIGURE 1-2. PROJECT LOCATION
Sixth Street PARC Project



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FIGURE 1-3. PROJECT AREA
Sixth Street PARC Project

in the Central City North Community Plan; (2) Arts Plaza and River Gateway, which is located in the Central City North Community Plan and along the west and east banks of the LA River channel; and (3) East Park, which is located in the Boyle Heights Community Plan (see **Figure 1-4**, Project Site).

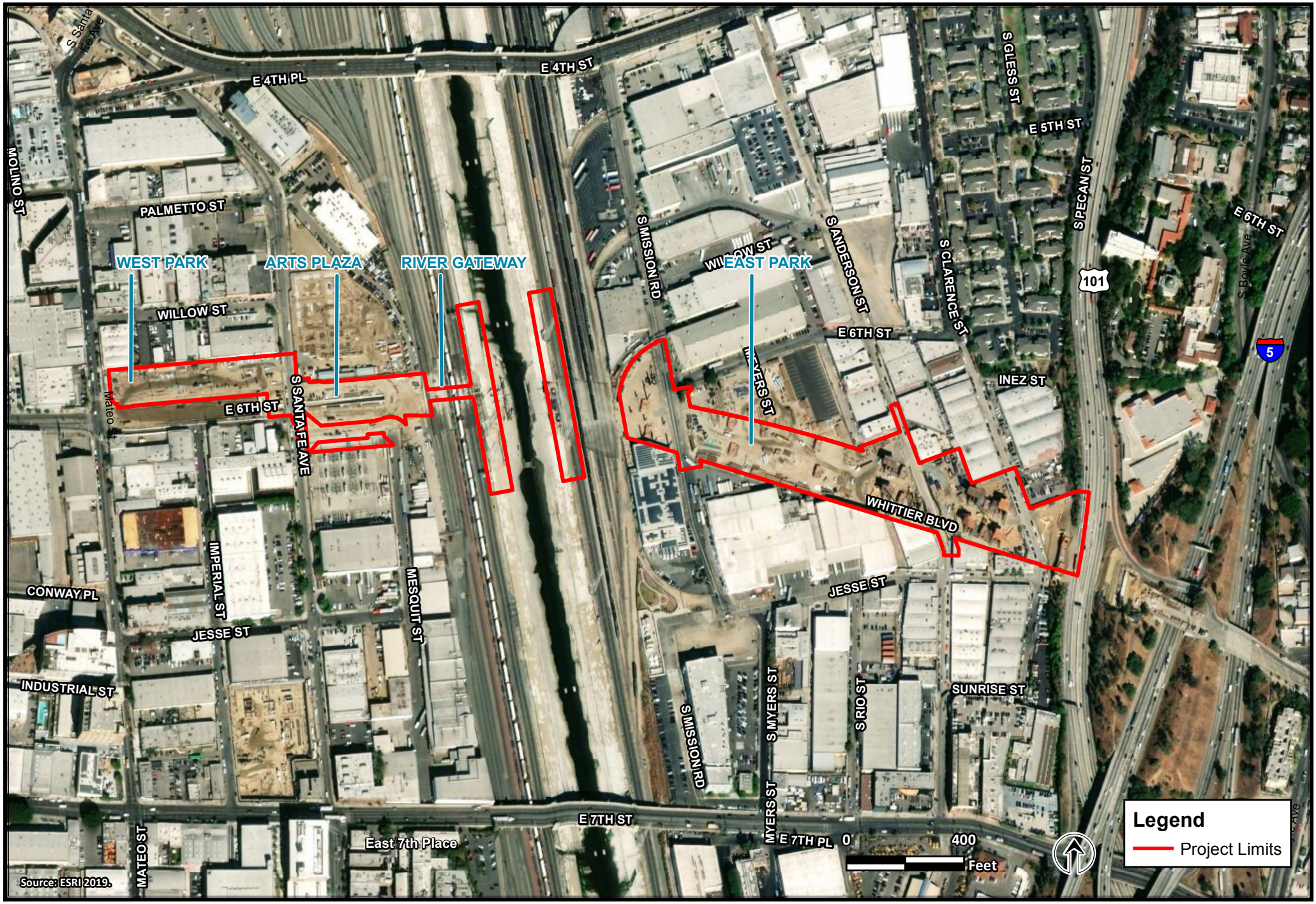
The City's Department of Recreation and Parks or some other entity will be responsible for programming activities for the proposed Project. **Table 1-1** provides the proposed programming activities and assumed traffic generators for the proposed Project. **Figure 1-5**, Proposed Site Plan, shows the proposed site plan for the proposed Project. Construction would be divided into two phases. Phase I would consist of constructing the General Park Elements as well as East Park, West Park, Arts Plaza and River Gateway. Phase II could consist of installing reinforced concrete planted terraces along the banks of the LA River.

1.3.2.1 Phase I

Construction within Phase I may be phased from East to West as space becomes available below the Viaduct. The following elements would be constructed as part of Phase I of the proposed Project:

General Park Elements

- Typical park site furnishings and amenities, which would include benches, tables, bike racks, bicycle rentals, kiosks, drinking fountains, safety bollards, lighting and signage, fencing, gates, trash receptacles/enclosures, and equipment and maintenance storage unit(s);
- Pedestrian paths, bicycle paths and connections, and internal park roadways and service roads;
- Park lighting;
- Minor relocations of existing street lighting along Santa Fe Avenue, Mission Road, and Anderson Street within the Project Area;
- Pedestrian street lighting on Santa Fe Avenue, Anderson Street, and South Clarence Street;
- Public art sculptures (up to 30 feet high, 24 feet wide, by 11 feet long) and associated interpretive exhibits;
- Utility connections (electrical and plumbing);
- Utility relocations and undergrounding in some areas may be required; Other miscellaneous utility improvements such as installation of Wi-Fi, security cameras, and hookups for food trucks, temporary performance equipment (sound and lighting), and water;
- Site soil would be remediated to standards acceptable by the Los Angeles County Fire Department (LaCoFD) prior to proposed Project construction. Some soil remediation activities may also be required during construction;
- Irrigation systems and open space;
- Demolition of existing urban infrastructure, such as pavement and roadways;
- Connectivity improvements, which may include, but are not limited to, a pedestrian activated crosswalk signal on Santa Fe Avenue, a speed table at the continental crosswalk on Santa Fe Avenue, and speed tables with solar-powered rectangular rapid flashing beacons at South Clarence Street, Mission Road, and South Anderson Street;

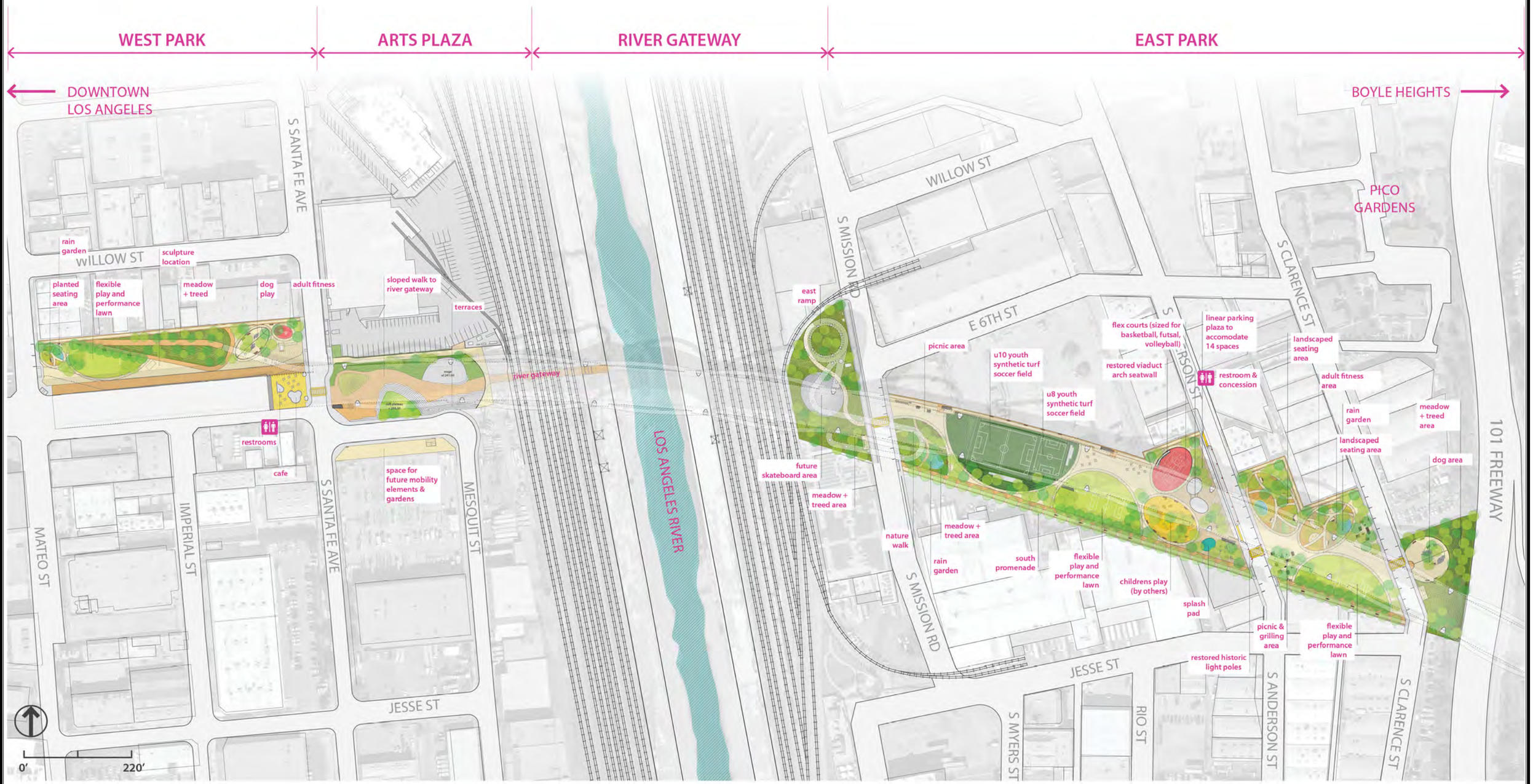


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FIGURE 1-4. PROJECT SITE
Sixth Street PARC Project

CANOPY & OBJECTS

OVERALL PLAN



Source: Hargreaves Associates, 2019

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FIGURE 1-5. PROPOSED CONCEPTUAL DESIGN
Sixth Street PARC Project

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Table 1-1: Programming Activities and Assumed Traffic Generators

Event Type	Location	Approximate Event Capacity	Estimated Annual Frequency	Approximate Event Duration (hours)	Time of day/week
Concerts, performances	Arts Plaza – stage area	1,000	24 events: (2) 1000-persons (10) 200-persons (12) 50-persons	3	Evenings; Weekends
Concerts, Performances, Events, Festivals	East Park – flex play and performance lawns (2)	2,000 (1,000 each area)	26 events: (4) 500-persons (20) 100-persons (2) 1000-persons	6	Evenings; Weekends
Soccer games	East Park – soccer fields	100 (50 each field)	104 (twice a week)	2.5	Evenings; Weekends
Soccer practice	East Park – soccer fields	50 (25 each field)	104 (twice a week)	1.0	Evenings; Weekends
Soccer Tournament	East Park – Sports courts, Lawns, and Flex Court	(2-day Tournaments) Under 10 Division = 510/day Under 8 Division = 510/day 2,040 total	1-2 times per year	All day (9:00 a.m. – 8:00 p.m.)	All Day
Volleyball, futsal games	East Park – flex court	25	104	2	Evenings; Weekends
Basketball games	East Park – flex court	25	104	2	Evenings; Weekends
Cafe and outdoor plaza	Arts Plaza	50	Intermittent	11 a.m. – 7 p.m.	7 days/ week
Concessions	East Park	25	Intermittent	Intermittent	Evenings; Weekends
Farmers Market	Various	150	52	4 (8 a.m. – 12 p.m.)	Mornings; Weekends
Large Event	East Park – Various Locations	3,300 (flex lawn 1 – 1,300 flex lawn 2 – 1,500 basketball court – 500)	1-2 times per year (1) 5,000-person event/year	All day (11:00 a.m. – 10:00 p.m.)	All Day

- Landscaping would be consistent with the City's RIO Ordinance (Ordinance Number 183145), which requires that 75 percent of any project's newly landscaped area be planted with any combination of native trees, plants and shrubs, species defined as WatershedWise (i.e., climate adapted and non-invasive plants), or species listed in the Los Angeles River Master Plan Landscaping Guidelines and Plant Palette;
- Retaining wall(s), which would be between approximately 2- and 17-feet high; and

Stormwater infrastructure improvements, which would include proposed stormwater drainage systems that would capture runoff from the proposed Project Site and tributary Viaduct areas, route stormwater to structural and LID BMPs (e.g., proprietary vaults with media-filled cartridges, catch basin filter inserts, incidental infiltration during sheet flow and within localized vegetated basins, and below-grade capture and use systems), and discharge to existing stormwater drainage facilities that drain to the LA River.East Park

- East Building with approximately 332-square-foot concession area, 252-square-foot public restrooms, and 635-square-foot office space and 571-square-foot storage space for City of Los Angeles Department of Recreation and Parks (RAP);
- Two synthetic turf soccer fields with field lighting, one for youth Under-8 players, and one for youth Under-10 players;
- One flexible play and performance lawn and potential second flexible play and performance lawn with combined capacity to hold events up to approximately 2,800 people;
- Adult-sized flexible sports court for basketball, futsal, and volleyball;
- Salvaged bridge light poles and salvaged arch as barrier/seat wall;
- Nature walk, meadow and adult fitness circuit;
- Splash pad with outdoor shower;
- Designated picnic and grilling areas;
- Landscaped seating areas and rain gardens;
- Small dog and large dog play areas;
- Parking plaza with 14 dedicated spaces on-site (approximately 9 of which would be used by RAP staff);
- Children's play area; and
- Skate park elements.

West Park/Arts Plaza and River Gateway

- One approximately 630-square-foot café building with outdoor plaza seating;
- One approximately 172-square-foot building with public restrooms;

- Arts Plaza performance area(s), public gathering/assembly areas with capacity up to approximately 1,000 people;
- One flexible play and performance lawn;
- Adult fitness equipment;
- Small dog and large dog play areas;
- Landscaped seating area;
- Rain garden;
- Reconstruction and rehabilitation of existing pedestrian/vehicular LA River Access Tunnel entrance to the River (widening the tunnel opening; resurfacing the tunnel entryway, pavement, and tunnel floor; painting; and lighting improvements). Installation of safety features, including removable bollards or a gate to restrict vehicle access to the tunnel and warning devices to deter pedestrian access during flood events;
- Space for future electric vehicle charging station and City of Los Angeles Department of Transportation (LADOT) mobility hub elements;
- Space for secure bike parking and space for Metro bikeshare; and
- Space for future landscaped garden areas.

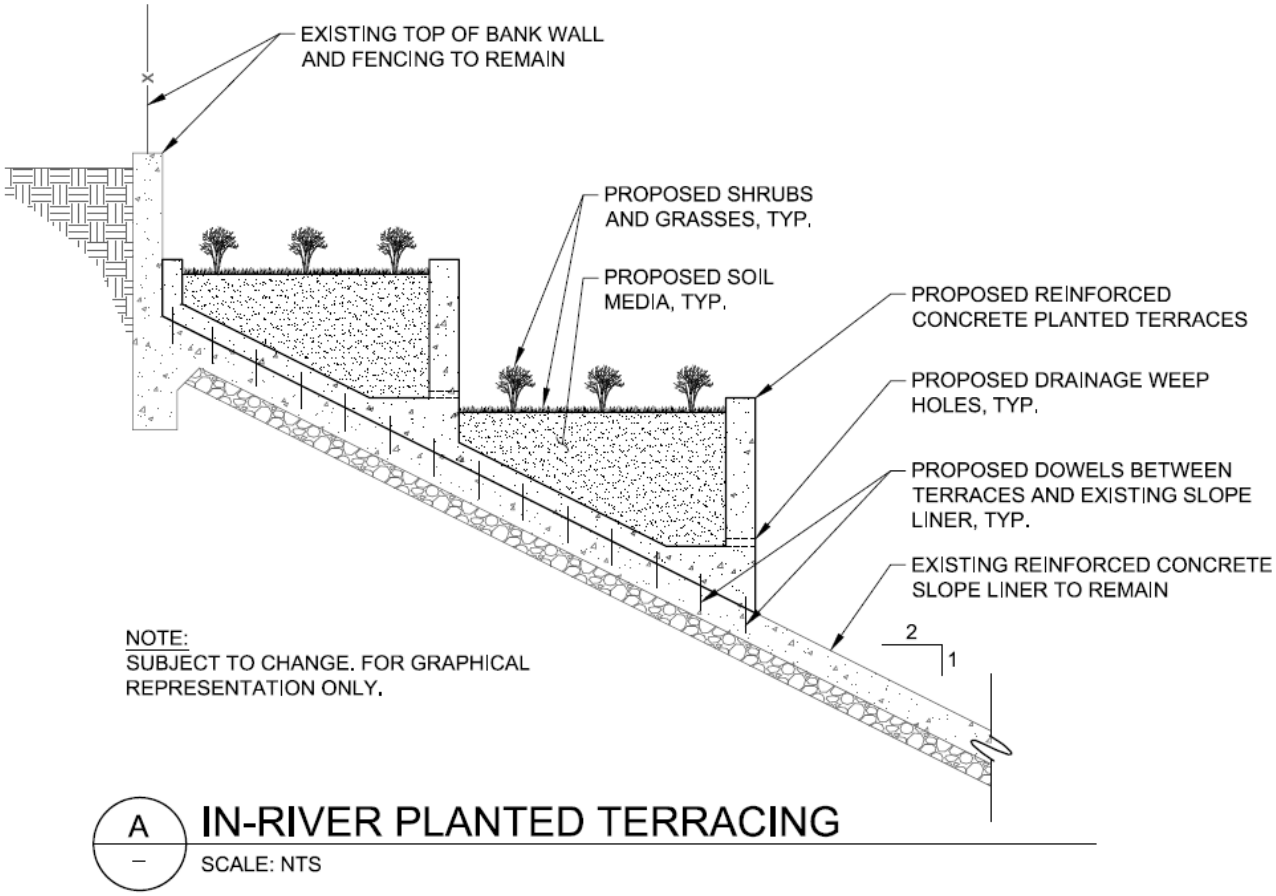
1.3.2.2 Phase II

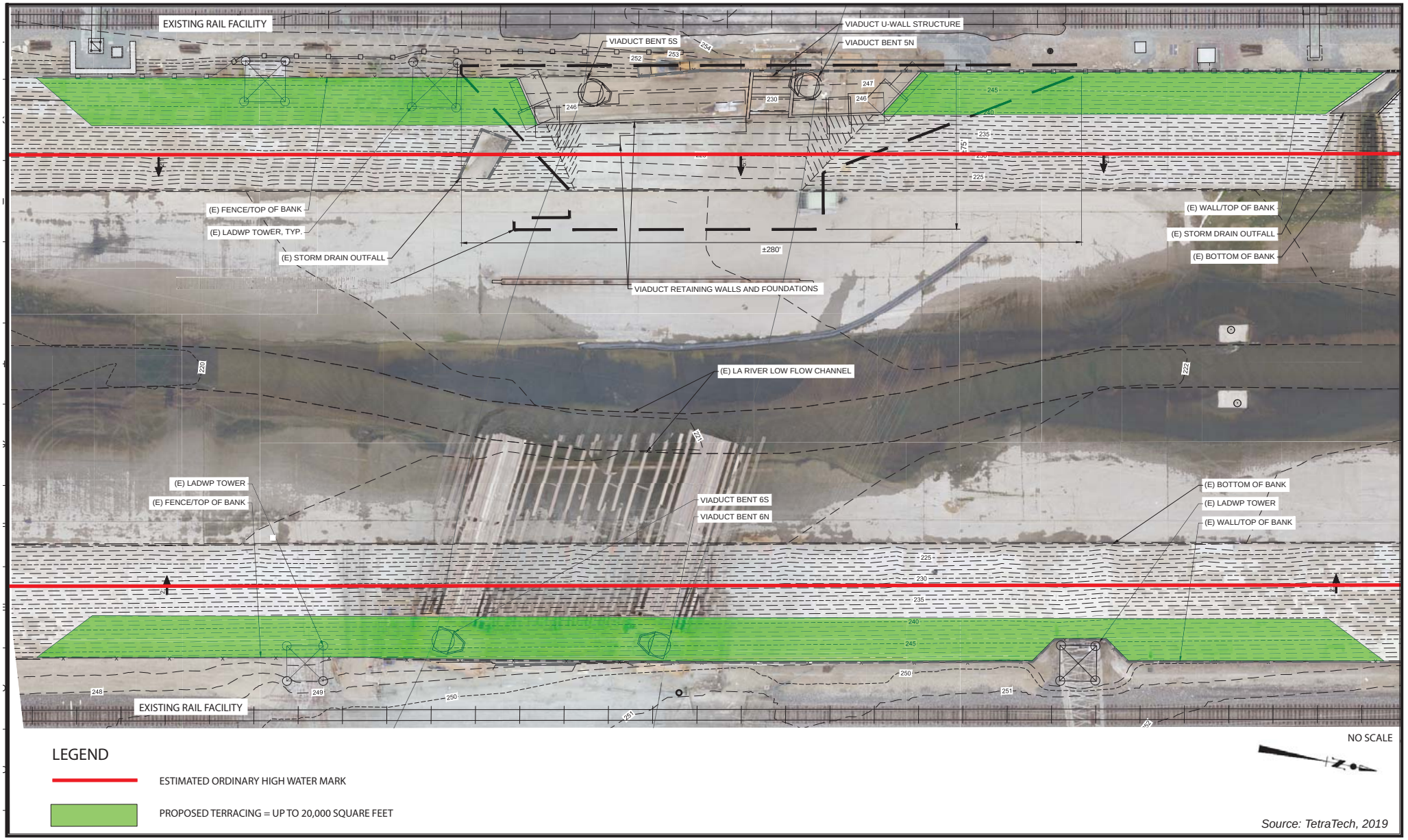
Phase II could include the installation of reinforced concrete planted terraces on up to approximately 20,000 square feet of the west and east banks of the LA River channel (see **Figure 1-6**, River Channel Design Concept and **Figure 1-7**, River Channel Site Plan). Terracing would be up to approximately 10 feet wide and located as high as possible on the west and east LA River banks, above the estimated ordinary high water mark. The terraces would be anchored into the existing slope liner and would not require excavation into the LA River channel. All landscaping would consist of species included in the Los Angeles River Master Plan Landscaping Guidelines and Plant Palette, consistent with the City's RIO Ordinance (Ordinance Number 183145). Existing access to the LA River would be maintained.

1.3.2.3 Impervious Surface Areas

The proposed Project would remove approximately 2.1 acres of impervious surfaces, which includes any remaining asphalt or concrete pavement within the Project Site and the removal of existing roadway pavement and sidewalk for the street improvements. The proposed Project would result in a net increase of impervious surfaces due to the construction of hardscaping, sports courts, buildings, playgrounds, and other public amenities. When including the impervious surface area from the upcoming Viaduct overhead, the net increase in impervious surfaces as a result of the proposed Project would be approximately 1.4 acres. With implementation of the proposed Project, the Project Site would consist of approximately 8.9 acres (71%) of impervious surfaces (including the Viaduct overhead) and up to approximately 4.1 acres (29%) of pervious surfaces.

Figure 1-6: River Channel Design Concept





Source: TetraTech, 2019

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FIGURE 1-7. RIVER CHANNEL SITE PLAN
Sixth Street PARC Project

1.3.2.4 PARC Operations & Lighting

The proposed operation hours of the PARC would be between 5:00 a.m. and 10:30 p.m. in accordance with Los Angeles Municipal Code Section 63.44. Recreational lighting would largely be limited to the proposed operation hours and would be consistent with the City's Municipal Code and RIO Ordinance (Ordinance Number 183145). There would be higher light levels around the sports fields to help transition from the brighter fields to the typical paths. Lighting for security would be installed throughout the PARC to protect people and property, and illuminated in accordance with the Illuminating Engineering Society (IES) standards, *IES RP-33-14 Lighting for Exterior Environments* and IES G-1-03 *Security Lighting for People, Property and Public Spaces*, as updated by IES G-1-16 *Guide for Security Lighting for People, Property and Critical Infrastructure*. Luminaires with shielded optics would be used, and the PARC would be designed to infill lighting in areas where architectural and bridge elements could impede the flow of light.

1.3.2.5 Real Estate Acquisitions

No right-of-way (ROW) or temporary construction easements would be required and no displacements or relocations would result from the proposed Project. However, a temporary "Permit to Enter" may be required from property owners at the boundaries of the Project Site that border adjacent private properties. In these areas, the contractor may need to enter private properties in order to complete construction work within the Project Site.

1.3.2.6 Project Schedule

The proposed Project would include two construction phases. Construction of Phase I would begin at or near the completion of the Viaduct Replacement Project. The Viaduct construction is expected to be completed by the end of 2021, but is subject to change. The duration of construction for Phase I is expected to last approximately two years. Assuming Phase I construction starts at the end of 2021, construction is anticipated to be completed by the end of 2023.

Phase II elements would be constructed independently of Phase I elements. The duration of Phase II is assumed to be 6 months. Construction may proceed concurrently with Phase I or may occur after Phase I. The timing of construction depends on a number of variables, such as availability of funding for design and construction, as well as review and approval of LA River modifications from the United States Army Corps of Engineers. For purposes of this environmental review, Phase I and II construction activities are assumed to overlap, with Phase I from 2021–2023 and Phase II in 2022.

1.3.3 No Project Alternative

Under the No Project Alternative, the area of the approximately 13-acre Project Site would remain as vacant land and an industrial and freight corridor. The land is comprised of a combination of City, State, and California Department of Transportation (Caltrans) right-of-way, which could potentially be used as a storage area. Under the No Project Alternative, no public park amenities would be constructed and no landscaping, lighting, or pedestrian improvements would be made. No improvements to the LA River channel, including terracing and landscaping, would be made.

1.3.4 Project Purpose

The proposed Project has the following objectives:

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

1.4 Assessment Process and Methodology Used

1.4.1 Study Areas

The primary geographic areas that are considered in the analysis of this CIA include the following:

- **Project Site:** The approximately 13-acre footprint of the proposed Project that includes the areas of the proposed West Park, Arts Plaza and River Gateway, East Park, and roadway improvements (see **Figure 1-4**, Project Site).
- **Project Area**: The area of direct and indirect impacts resulting from construction and operation of the proposed Project (see **Figure 1-3**, Project Area).
- **Project Study Area**: The area that includes the Project Area and a surrounding half-mile buffer (see **Figure 1-8**, Project Study Area).
- **Community Plan Areas**: The area included in the Central City North and Boyle Heights Community Plan Areas (see **Figure 1-9**, Community Plan Areas).
- **Block Groups**: The 14 block groups that overlap with or are in proximity to the Project Area, as defined by the United States (U.S.) Census Bureau, are listed in **Table 1-2** (see **Figure 1-10**, Block Groups).

1.4.2 Demographic Data

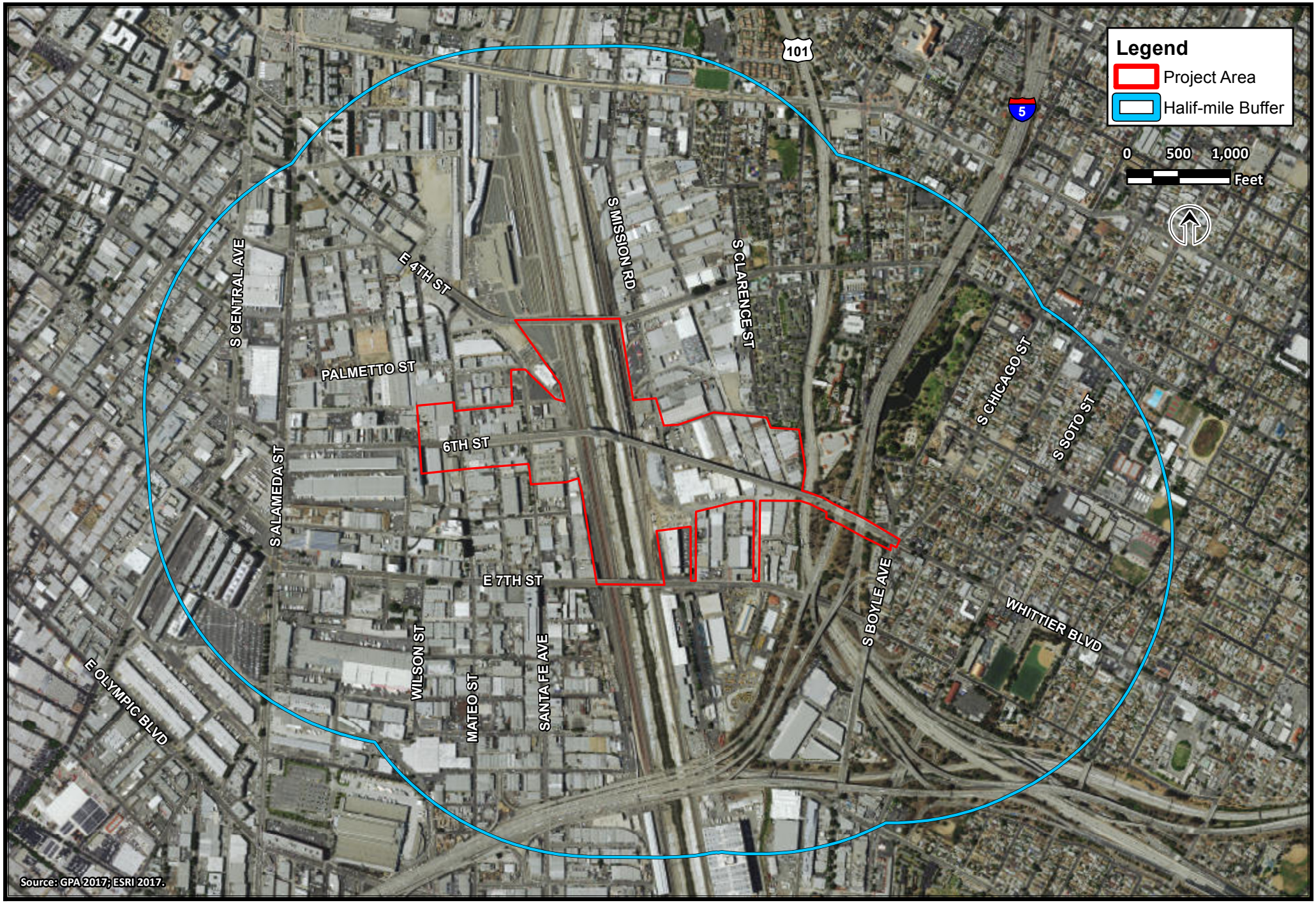
Demographic data for the Project Area, City, and County were obtained from the United States Census Bureau. Datasets from the 2013-2017 American Community Survey (ACS) 5-Year Estimates were used (United States Census Bureau, 2018). The ACS is a mandatory, ongoing statistical survey that samples a small percentage of the population every year to provide estimates on various community characteristics. The 5-Year Estimates include data collected over a 5-year period to provide the most reliable estimates for a community. When available, demographic data was also collected from the 2000 and 2010 United Status Censuses. The United States Census is updated every ten years, with the 2010 Census being the most recent.

Demographic data was obtained for the City and County, as well as block groups, which are sub-components of census tracts. The census tracts and block groups that overlap with or are in proximity to the Project Area listed in **Table 1-2** (see **Figure 1-10**, Block Groups). Two block groups are in the Central City North Community Plan area and 12 block groups are in Boyle Heights Community Plan area.

Table 1-2: Census Tracts and Block Groups

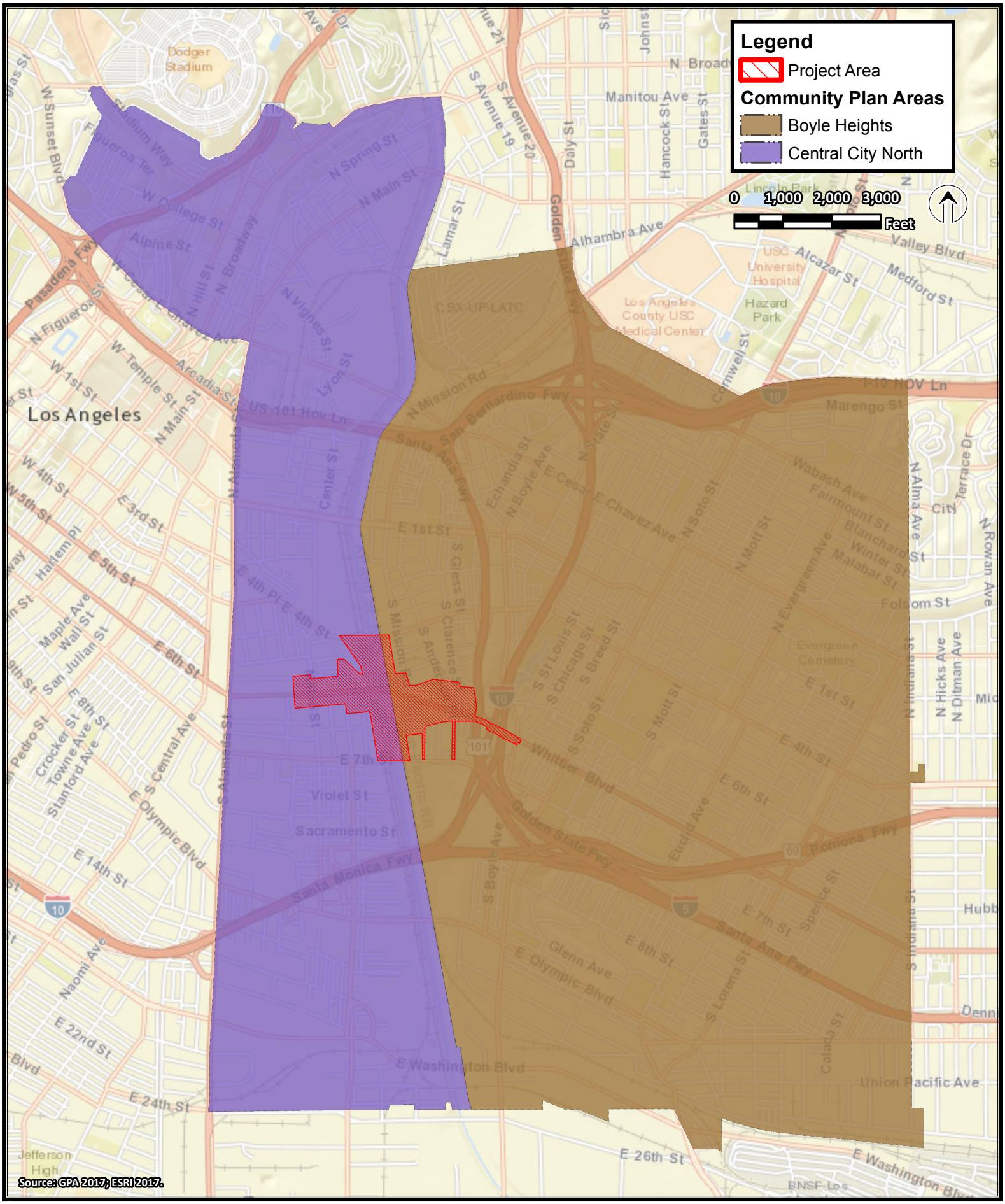
Census Tract	Block Groups Within Census Tract
Central City North Community Plan	
Census Tract 2060.31	Block Group 1
	Block Group 2
Boyle Heights Community Plan	
Census Tract 2035.00	Block Group 1
	Block Group 3
Census Tract 2044.10	Block Group 1
	Block Group 2
Census Tract 2044.20	Block Group 1
	Block Group 2
Census Tract 2046	Block Group 1
	Block Group 2
Census Tract 2060.32	Block Group 1
	Block Group 2
	Block Group 3
Census Tract 2060.50	Block Group 1

Source: (United States Census Bureau, 2018)



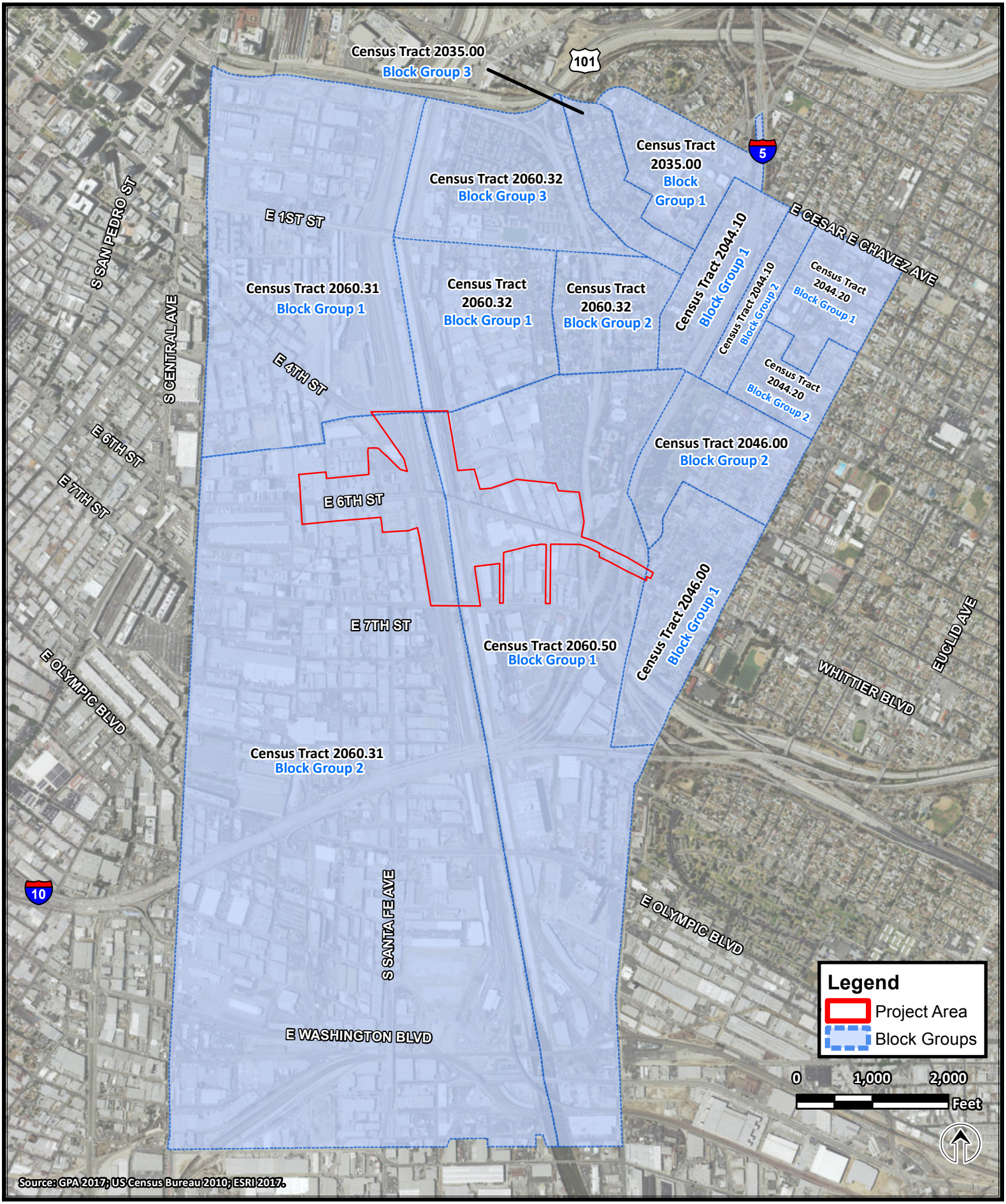
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FIGURE 1-8: PROJECT STUDY AREA
Sixth Street PARC Project



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FIGURE 1-9: COMMUNITY PLAN AREAS
Sixth Street PARC Project



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FIGURE 1-10: BLOCK GROUPS
Sixth Street PARC Project

1.5 Community Involvement

1.5.1 Project Stakeholders

1.5.1.1 Community Based Organizations

Over 3,000 neighbors, stakeholders, and interested parties who live or work within a 1,500-foot radius were contacted regarding the proposed Project. The mailing list included many community organizations in proximity to the Project Study Area, which include but are not limited to:

- Business improvement districts;
- Community and neighborhood councils;
- Arts and cultural centers;
- Retirement communities;
- Youth education centers;
- Housing development and community services organizations;
- Organizations supporting the homeless, low-income families, minorities, and other people of need; and
- Natural and historic preservation groups.

1.5.1.2 Public Agencies

Table 1-3 includes a list of responsible agencies that were contacted regarding the proposed Project. Other public agencies in proximity to the Project Area were also contacted.

Table 1-3: Responsible Agencies

Responsible Agency	Anticipated Permits, Approvals, and Related Issues
Federal	
United States Army Corps of Engineers (USACE)	Rivers and Harbors Act Section 408 Permit, includes National Environmental Quality Act (NEPA) approval Clean Water Act (CWA) Section 404 Permit
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

Responsible Agency	Anticipated Permits, Approvals, and Related Issues
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
City of Los Angeles Department of Water and Power	Any applicable permits, coordination, and approval
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 Environmental Impact Report (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 right-of-way

1.5.1.3 Minority and Low-Income Communities

Minority populations include persons who are Black, Hispanic, Asian American, American Indian and Alaskan Native, and Native Hawaiian or Other Pacific Islander. In addition, the categories of "Some Other Race (i.e., races not previously listed)" and "Two or More Races (i.e., multiracial)" have also been included as minority populations. Minority populations make up 34.9 percent and 64.5 percent of the total population in the two block groups that overlap with the Project Area in the Central City North Community Plan area; and range from 78.2 percent to 100 percent in the block groups that overlap with the Project Area in the Boyle Heights Community Plan area (United States Census Bureau, 2018). The dominant minority population in the Central City North Community Plan block groups is Asian, which makes up 2.1 to 48.2 percent of the total population, with an average population of 25.2 percent between the two block groups. The dominant minority population in the Boyle Heights Community Plan block groups is Hispanic or Latino, which makes up 60.7 to 96.8 percent of the total population, with an average population of 83.95 percent between the 12 block groups (United States Census Bureau, 2018).

The United States Department of Health and Human Services (HHS) 2019 Poverty Guideline for a household of four is $25,750 (U.S. Department of Health and Human Services, 2019). The average median household income for block groups that overlap with the Project Area is $83,225 in the Central City North Community Plan area, and $36,226 in the Boyle Heights Community Plan area (United States Census Bureau, 2018). Three of the 14 block groups that overlap with the Project Area (Block Group 2, Census Tract 2044.10; Block Group 1, Census Tract 2044.20; and Block Group 1, Census Tract 2060.50 located in the Boyle Heights Community Plan area) has a median income below the HHS Poverty Guidelines ($23,289; $20,463; and $22,121) (United States Census Bureau, 2018).

The Boyle Heights Community Plan area includes several affordable housing units available to people whose income is at or below a certain percentage of the median income for the County. The affordable housing units in and around the Project Area include:

- Rio Vista Village (1310 Rio Vista Avenue in Los Angeles);
- Pico Gardens (1526 E Fourth Street in Los Angeles);
- Coronel Village (935 S Boyle Avenue in Los Angeles);
- Las Margaritas Apartments (137 N. Soto Street in Los Angeles);
- Boyle Hotel-Cummings Block (1781 E. First Street in Los Angeles); and
- Sol y Luna Apartments (2917 E. First Street in Los Angeles).

Several senior housing units are also located in the Boyle Heights Community Plan area, which indicate that fixed-income populations are in proximity to the Project Area. Senior housing units near the Project Area include:

- Linda Vista Senior Apartments (630 S. St. Louis Street in Los Angeles);
- Linda Vista Seniors II and Hollenbeck Terrace (610 S. St. Louis Street in Los Angeles);
- Colonia Jess Lopez (2627 E Olympic Boulevard in Los Angeles);
- Hollenbeck Palms Retirement Community (573 S Boyle Avenue in Los Angeles);

- Sakura Gardens, Pacifica Senior Living (325 S Boyle Avenue in Los Angeles); and
- Telacu Pico Aliso (1450 E F Street in Los Angeles).

In addition, homeless populations are included in the census tracts that overlap with the Project Area. The Project Area is also bordered by Skid Row to the west, which is an area of Downtown Los Angeles that contains one of the largest populations of homeless people in the United States. There are approximately 4,193 homeless people living in Skid Row (Los Angeles Homeless Services Authority, 2018). Please see Section 2.3 for further discussion.

The non-profit organization, Fixing Angelenos Stuck in Traffic (FAST), is involved with outreach to minority communities. Community meetings were held in the Arts District and Boyle Heights neighborhoods to be accessible to residents of both communities. Notifications were provided in English and Spanish through mail, email, online, newspapers, and posted in public spaces. Public meetings for the proposed Project, which are discussed in the following section, were held in English and Spanish. Please see Section 1.5.2 for further discussion of the public meetings.

1.5.2 Public Meetings

1.5.2.1 Community Meetings

Community meetings were held at the PUENTE Learning Center in Boyle Heights on February 7, 2017, and at the Southern California Institute of Architecture (SCI-Arc) in the downtown Los Angeles Arts District on February 8, 2017. The main goal of the meetings was to inform the public on the proposed Project, share potential park features, review the timeline, and collect feedback from community members. Over 250 participants were present at the meetings. A survey was provided at the meetings and online to gather information on preferred activities and amenities to incorporate in the park design options. Following the meetings, over 1,000 written and online survey responses were received. These results were incorporated into the design options.

A second round of community meetings were held at SCI-Arc on March 28, 2017, and at the PUENTE Learning Center on March 30, 2017. The primary purpose of the community meetings was to describe the proposed Project, review survey results from the previous community meetings, go over design options, gather input through small group sessions, and discuss the timeline. Over 110 participants were present at the meetings, and over 100 survey responses were received. From these responses, the design team selected the preferred design concept.

Additional community meetings were held (in English and Spanish) at the Aliso Pico Recreation Center in Los Angeles on September 19, 2017, and at SCI-Arc on September 20, 2017 to vote on the preferred conceptual design for the park. From the vote, the public expressed a preference for a balance of sports and nature elements to be incorporated into the proposed Project design.

The presentations from the community meetings (in English and Spanish) are included in **Appendix A** and are available to the public at http://www.sixthstreetviaduct.org/parcoutreach.

1.5.2.2 Public Scoping Meetings

Public scoping meetings were held to seek input from agencies, organizations, and the public on potentially affected resources, environmental issues to be considered, and the lead agencies' planned approach to the analysis.

On May 3, 2017, a public scoping meeting was conducted at the PUENTE Learning Center in Los Angeles. The public scoping meeting helped to notify stakeholders about the public scoping period for the CEQA Notice of Preparation (NOP), which was from April 13, 2017 through May 15, 2017. The primary goals of the meeting were to inform the public on the proposed Project; discuss the proposed Project design options, timeline, and next steps; and to gather public comments per the requirements of CEQA. During this time, the Initial Study was available for public review online and at eight libraries and community centers. The presentation (in English and Spanish), which is included in **Appendix A**, is available to the public at http://www.sixthstreetviaduct.org/parcoutreach.

Prior to the public scoping meeting, public notifications about the meeting and availability of the Notice of Preparation/Initial Study (NOP/IS) were distributed. On April 13, 2017, a mailer (in English and Spanish) was delivered to almost 3,000 neighbors, stakeholders, and interested parties who live or work within a 1,500-foot radius around the Project Area. The mailer was also sent to a list of over 70 elected officials and government agencies. In addition to the mailer, an e-mail blast in English and Spanish was also sent to almost 4,000 stakeholders and interested parties on April 14, 2017. Newspaper ads announcing the public scoping meeting and availability of the NOP/IS were published in English in the April 17, 2017 issue of LA Downtown News, and in Spanish in the April 18, 2017 issue of La Opinión. The Spanish newspaper ad was also published in the local newspapers, Eastern Group Publications and the Boyle Heights Beat.

On May 11, 2017, a bilingual (Spanish) public scoping meeting was held at the Aliso Pico Gymnasium in Los Angeles. This meeting was scheduled in response to public feedback at the public scoping meeting on May 3, 2017. The bilingual meeting discussed the same topics and provided the same resources as the previously held public scoping meeting.

Per the requirements of CEQA, additional public scoping meetings will be held following completion of the draft Environmental Impact Report (EIR).

1.5.2.3 Summary of Concerns and Comments

Public Concerns and Comments

During the public scoping period, 17 public comments were received. The comments were received through various methods, including oral comments, comment cards, mail, and email. In addition, the Los Angeles Bureau of Engineering and Council District 14 provided a survey which was completed by over 1,000 people. A summary of the primary comments shared during the public scoping period is included in **Table 1-4**. Comments from community organizations are summarized in **Table 1-5.** The comments are included in **Appendix B**.

Table 1-4: Public Concerns

Type of Public Concern	Details
Development and Growth	Commenter expressed concerns about impacts related to increased rent and gentrification, specifically on the east side of the proposed Project.
	Commenter expressed interest in preserving existing affordable housing and small businesses on the east side of the LA River. Concerns regarding displacement and gentrification were expressed.
Displacement	Commenter expressed concerns regarding impacts related to homelessness. The commenter requested that the homeless demographic be discussed in the environmental document and Project-specific mitigation measures be considered.

Table 1-5: Comments from Community Organizations

Type of Public Concern	Details
Central City Association of Los Angeles	The organization expressed a desire to integrate a potential Sixth Street Metro Station into the park design to address growth in the surrounding area and attract visitors to the park.
Friends of the LA River	The organization encouraged that the draft EIR discuss the proposed Project's impact on the LA River, as well as evaluate the proposed Project's potential effect on and consistency with the LA River Revitalization Master plan. The agency also expressed a strong desire for the inclusion of terraced banks and a public access tunnel to the LA River to provide safe pedestrian and bicycle access.
Arts District Los Angeles Business Improvement District	The organization expressed a variety of concerns regarding future transit opportunities, existing utilities, bike and facility rental opportunities, facility maintenance and management, security, homelessness, incorporation of the LA River Revitalization Master Plan, and mechanical and electrical requirements for Project operations.

Agency and Stakeholder Concerns and Comments

During the public scoping period, various agencies and stakeholders submitted comments through mail and email. A summary of the comments is included in **Table 1-6**. The comments are included in **Appendix B**.

Table 1-6: Agency and Stakeholder Concerns and Comments

Agency/Stakeholder	Concern
Amtrak	Concerns regarding public safety and security were expressed. The agency suggested that protective measures to minimize future fatalities of trespassers on rail tracks should be considered. The agency also expressed that existing and future rail activities may produce lights, noise, and diesel engine exhaust, and a sufficient buffer area should be considered.

Agency/Stakeholder	Concern
Caltrans	Per Senate Bill 743, the agency expressed that Vehicle Miles Traveled (VMT) should be used as the primary metric for identifying transportation impacts. The agency requested that the development should consider multi-modal and complete streets transportation elements. The agency also provided a list of elements to include in the traffic study.
Department of Toxic Substances Control	The agency provided direction regarding the discussion of hazardous wastes and substances and plans for managing hazards in the draft EIR, as well as procedures for handling environmental remediation and contaminated substances.
Gabrieleño Band of Mission Indians-Kizh Nation	The tribe submitted a request for consultation because the proposed Project is located in a sensitive area and may result in impacts to tribal cultural resources.
Metro	The agency expressed the desire to ensure that the proposed Project will be designed to accommodate existing transportation facilities and the transportation investments that are currently under development. The agency would also like to explore opportunities for a Metro station in the proposed Project vicinity that will serve the park and surrounding areas. In addition, the agency requested that the City consider potential impacts of the proposed Project on existing rail facilities, with special attention to right-of-way impacts. The agency provided the Adjacent Construction Design Manual for guidelines on constructing a project near Metro facilities.
Native American Heritage Commission	The agency recommended that the City consult with all California Native American tribes affiliated with the Project Area.
South Coast Air Quality Management District	The agency provided information regarding analysis, mitigation measures, alternatives, permits, and data sources related to air quality impacts.
Union Pacific Railroad	The stakeholder expressed concerns related to traffic, trespassing, noise and vibration, and storm water drainage.
City of Los Angeles Departments	
Los Angeles Department of Water and Power	Water – The agency expressed that they will follow up with additional comments and provided water system contacts.
	Power – The agency listed the potential conflicts the proposed Project may have on LADWP power system facilities within the Project Area.
LA Sanitation	The agency wanted to be notified of additional Project description details as they relate to sewer capacity availability. In addition, the agency communicated their role in ensuring implementation of the Municipal Stormwater Permit requirements, including post-construction mitigation requirements, Green Street elements, construction requirements, groundwater dewatering reuse options, and solid resource requirements.
Department of Recreation and Parks	The department expressed concerns regarding the exposure of sensitive receptors to pollution and noise. The department requested that through streets and pedestrian safety be discussed. The department also provided clarification on materials used for synthetic sports fields.

Chapter 2
Community Character

The following sections describe impacts to community character that contribute to or result from physical impacts on the environment.

2.1 Aesthetics

The information in this section is based on the Visual Impact Assessment prepared for the proposed Project (GPA Consulting, 2019)

2.1.1 Affected Environment

The Project Area is located in a highly developed urban environment. Views from the Project Area include the construction site for the Viaduct Replacement Project, which consists of fencing around an area of bare ground with staged construction equipment and materials. In addition, views from the Project Area include industrial and commercial buildings, such as an electrical substation, warehouses, storage facilities, maintenance facilities, and galleries. The existing visual character is of a heavily industrialized area, contributing to low visual quality, vividness, and unity.

Views of the Downtown Los Angeles skyline are visible from the Project Area, looking west. The skyline could be considered a Scenic Vista by residents, pedestrians, or motorists of the Arts District and Boyle Heights neighborhoods. The skyline consists of numerous buildings and skyscrapers of visual prominence, including the U.S. Bank Tower, the Wilshire Grand Center, the Wells Fargo Tower, the Aon Center, and the Gas Company Tower, and other structures in Downtown Los Angeles. No other officially designated scenic resources, vistas, or corridors have been identified in the Project Area, or are visible from the Project Area. The existing industrial and commercial properties in the Project Area produce nighttime light and glare.

2.1.2 Environmental Consequences

2.1.2.1 Construction Impacts

Construction equipment (e.g., grading excavators, scrapers, dozers, tractors, loaders, backhoes, forklifts, and portable generators) would be temporarily present in the Project Area for a period extending up to approximately two years for Phase I and six months for Phase II. During construction, vehicles, equipment, and materials may be staged adjacent to the Project Area, however, the proposed Project would not introduce new vertical elements. In addition, the proposed Project would not degrade the visual character and quality of the Project Area because the presence of construction equipment for the proposed Project would be similar to the construction equipment that is currently present as part of the Viaduct Replacement Project. Staging during construction of the proposed Project would be coordinated with the construction of the Viaduct Replacement Project; therefore, the proposed Project would not require the additional use or acquisition of public space for equipment and vehicles. In addition, the

construction area would be fenced to obscure views of construction activities, materials, and staged equipment (see **BMP-AES-2**).

Although there are no officially designated scenic vistas, resources, or highways that are within the Project Area or visible from the Project Area, the Downtown LA skyline could be considered a valued viewshed by residents, pedestrians, bicyclists, and motorists of the Central City North and Boyle Heights Community Plan areas. Construction equipment could introduce new vertical elements in the Project Area, but they would not be tall enough to obstruct views of the Downtown LA skyline. The Project Area is currently a construction site with construction equipment already present; therefore, views to scenic vistas would not change substantially when compared to existing conditions. In addition, construction activities would be short-term and would not have permanent effects on scenic vistas.

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

During construction of the proposed Project, perimeter lighting may be required on the construction site for security purposes during nighttime. If nighttime lighting at the construction site is required, lighting would be directed downward, on-site, and away from surrounding land uses (see **BMP-AES-1**). Because the proposed Project would comply with the provisions in the City's Municipal Code, including; Los Angeles Municipal Code (LAMC) Chapter 1, Article 2, Sec. 12.21A5(k); LAMC Chapter 1, Article 7, Sec. 17.08C; and LAMC Chapter 9, Article 3, Section 93.0117, it is not expected to result in new sources of substantial light or glare.

2.1.2.2 Operational Impacts

The proposed Project would provide open space with landscaping that would be located on both sides of the River to promote community cohesion. Although the proposed Project would change the visual character of the area, since it is in an area primarily zoned for industrial and commercial uses, it is expected to aesthetically improve the Project Area.

The proposed Project would be designed to complement and improve the Project Area by providing improvements that may include, but are not limited to, landscaping, open spaces, public art, performance and gathering areas, and recreational facilities. In addition, the proposed Project would be 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.

Approximately 5.8 acres of the 13-acres PARC would be under the Viaduct. The proposed Project may include the addition of vertical structures, such large vegetation, trees, public art pieces with a footprint, and general site and sports field lighting. The art pieces would be located within the West Park and potentially East Park and would be up to 30 feet tall. The art pieces would not be directly under the Viaduct and could cause shade within the boundaries of the parks; however, the art pieces would not be tall enough to block views of the DTLA skyline, which would still be visible from other viewpoints. In

addition, vegetation and other park structures, such as such as fitness equipment, public art, and street lighting, would be constructed in areas underneath the Sixth Street Viaduct and would not generate additional shade. The proposed Project would not include any light-blocking structures that would exceed 60 feet in height above the ground elevation. Therefore, structures to the proposed Project would not result in a substantial impact on shading in the project area, during operation of the proposed Project.

The proposed Project would create new light sources, which may include field lighting (for soccer field(s) and other sports court(s)), lighting for pedestrian paths and bike paths, and feature lighting. In addition, events occurring within the 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 and commercial, there are residential land uses near the Project Area that could be sensitive to glare and nighttime light. However, the proposed Project would not include the construction of design elements with finishes that would create glare. In addition, lighting would be appropriately shielded and directed to reduce glare and spillover light effects. The sports fields and performance areas would feature switchable and dimmable lights to reduce lighting when these facilities are not in use. In addition, there would be higher light levels around the sports fields to help transition from the brighter fields to the typical paths. The use of outdoor lighting for recreational activities would be limited to the proposed operating hours between 5:00 a.m. and 10:30 p.m. in accordance with LAMC Sec. 63.44 (see **BMP-AES-3**).

The lighting for the proposed sports fields and courts would operate in compliance with RAP illuminance level standards for outdoor sports and recreational facilities. RAP illuminance level standards are measured in horizontal foot candles, which refer to the amount of light being received on a horizontal surface. Los Angeles City RAP standards for the proposed Project would include illumination levels of 30-foot candles over the entire area of basketball courts and 30-foot candles over soccer fields. With adherence to the City's *Design Standards and Guidelines*, the City's RAP illuminance standard levels, and the provisions in the City's Municipal Code, including; LAMC Chapter 1, Article 2, Sec. 12.21A5(k); LAMC Chapter 1, Article 7, Sec. 17.08C; and LAMC Chapter 9, Article 3, Section 93.0117 (see **BMP-AES-4**), the proposed Project would not result in substantial light or glare effects.

Lighting for security would also be installed throughout the Project Site to protect people and property, and illuminated in accordance with the Illuminating Engineering Society (IES) standards, *IES RP-33-14 Lighting for Exterior Environments* and IES G-1-03 *Security Lighting for People, Property and Public Spaces*, as updated by IES G-1-16 *Guide for Security Lighting for People, Property and Critical Infrastructure*. Luminaires with shielded optics would be used, and the PARC would be designed to infill lighting in areas where architectural and bridge elements could impede the flow of light.

2.1.3 Best Management Practices

BMP-AES-1: Construction Lighting

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

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

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.

BMP-AES-3: Operational Lighting

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

BMP-AES-4: Regulatory Requirements for Lighting

- 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 illumination standards for vehicular and pedestrian traffic, does not emit light pollution, and produces little glare.
- Lighting for sports fields and courts shall operate in compliance with 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 *Lighting for Exterior Environments* and IES G-1-03 *Security Lighting for People, Property and Public Spaces*, as updated by IES G-1-16 *Guide for Security Lighting for People, Property and Critical Infrastructure*.

2.1.4 Mitigation Measures

No mitigation measures related to Aesthetics would be required.

2.2 Land Use and Planning

2.2.1 Affected Environment

2.2.1.1 Community Plan Areas

The Project Area is in the community plan areas of Central City North, located in the eastern portion of Downtown Los Angeles, and Boyle Heights, located immediately east of Downtown Los Angeles (see **Figure 1-9**, Community Plan Areas). The Los Angeles River forms a natural separation between these two communities. The two communities are also divided by several railroad corridors that run parallel to the LA River along the east and west banks. Existing fencing surrounds the railroad tracks to prevent trespassing onto railroad right-of-way.

Transportation infrastructure in the Project Area includes railroad tracks, U.S. 101, Interstate 5 (I-5), and Interstate 10 (I-10). The Project Area is bordered by Fourth Street to the north and Seventh Street to the south and is bisected by Sixth Street. The other major streets in the Project Area include Mateo Street, Santa Fe Avenue, Mission Road, Anderson Street, and Clarence Street.

Central City North Community Plan Area

The Central City North Community Plan area is bounded by Stadium Way, Lilac Terrace, and North Broadway in the north, the Los Angeles River to the east, the City of Vernon to the south, and Alameda Street, Cesar Chavez Avenue, Sunset Boulevard, and Marview Avenue to the west (City of Los Angeles, 2000). Located west of the Los Angeles River, the Central City North Community Plan area spans approximately three square miles and is a major industrial district (City of Los Angeles, 2000). The Central City North Community Plan includes Chinatown, parts of Little Tokyo, and parts of the original Mexican pueblo. The Arts District, formerly an industrial area that was transformed into an artist community in the mid-1970s, is also located within the Central City North Community Plan. The community was traditionally a center of commercial and transit activity but has recently seen an increase in residential units through the conversion of industrial buildings to artists-in-residence and studios.

Boyle Heights Community Plan Area

The Boyle Heights Community Plan area is bounded by Lincoln Heights and El Sereno to the north, the unincorporated community of East Los Angeles to the east, the City of Vernon to the south, and the Los Angeles River to the west (City of Los Angeles, 1998). Located east of the Los Angeles River, the Boyle Heights Community Plan area spans approximately six square miles and contains a mix of residential, commercial, industrial, open space, and public facility land (City of Los Angeles, 1998). The Boyle Heights Community Plan area includes four major freeways (i.e., I-5, I-10, U.S. 101, and State Route 60 [SR 60]), resulting in segmentation of the community. As one of the first suburbs of Los Angeles, the community includes old infrastructure and residences, as well as some more recent development.

2.2.1.2 General Plan Zoning and Land Use Designations

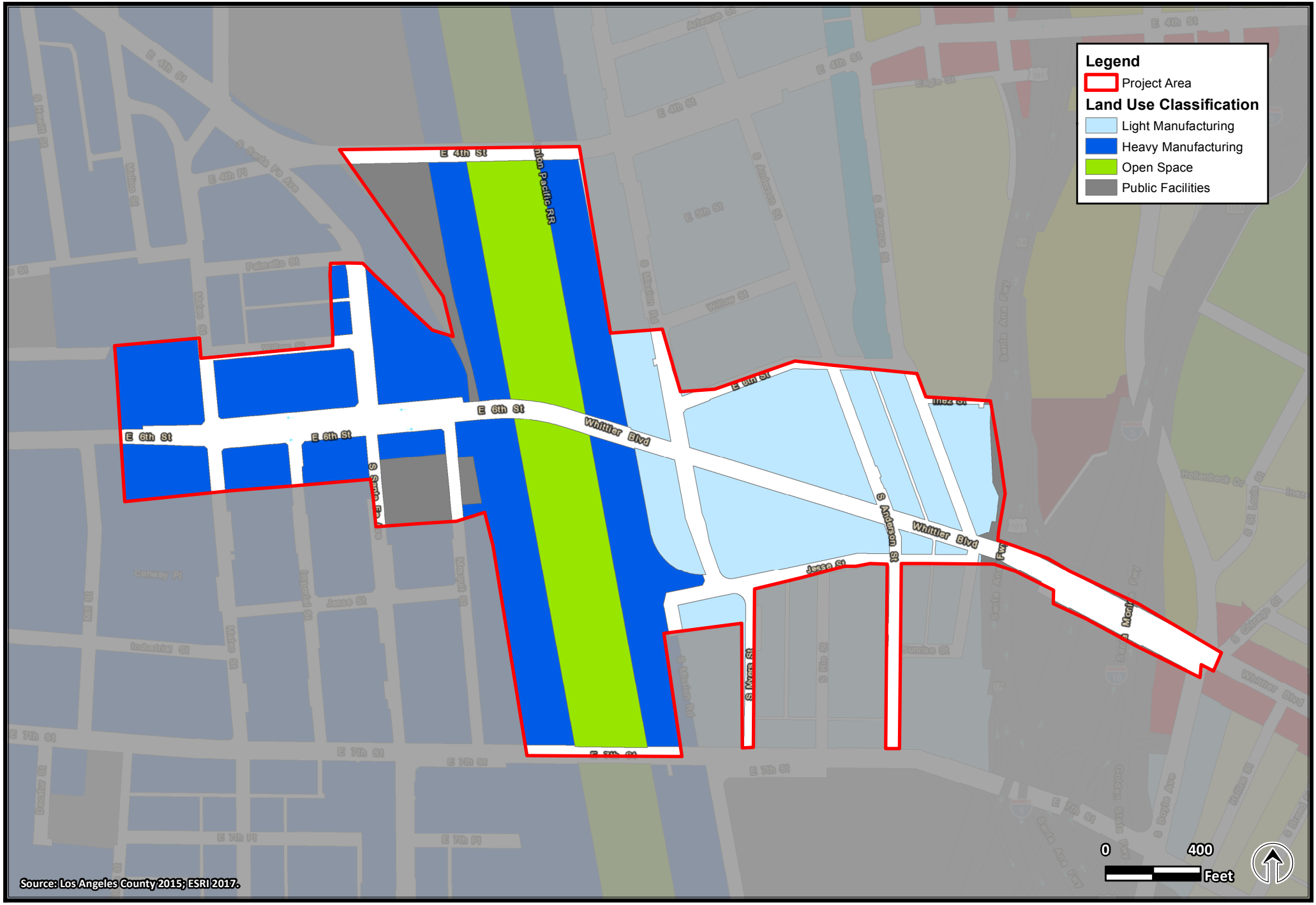
The Project Area includes the following land use designations: Limited Industrial (zoned M1), Light Industrial (zoned M2), Heavy Industrial (zoned M3), Open Space (zoned OS) within the LA River channel, and Public Facilities (zoned PF) (see **Figure 2-1**, Land Use and **Figure 2-2**, Zoning). Zoning regulations for the Project Area are summarized in **Table 2-1.** Boyle Heights and Central City North Community Plans are currently undergoing updates.

The entire Project Area west of U.S. 101 is within the RIO District. In 2014, the City of Los Angeles zoning map was amended to include the RIO district, which includes neighborhoods that are adjacent to the LA River within the City of Los Angeles (City of Los Angeles, 2007b). The RIO district was implemented to aid in the revitalization of the LA River. All new developments within the RIO District must comply with the prevailing zoning and building codes, in addition to the design guidelines established in the RIO.

2.2.2 Environmental Consequences

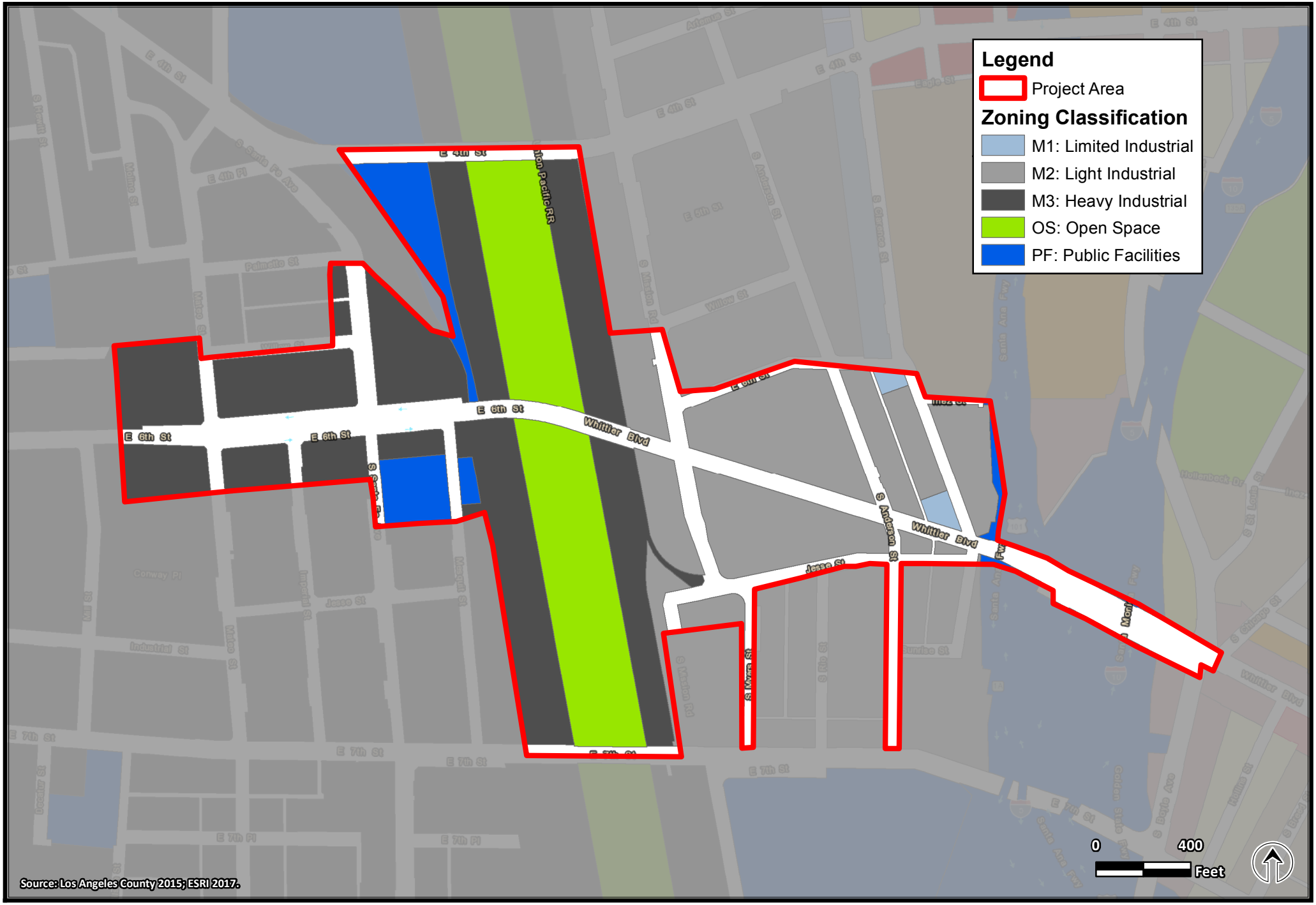
2.2.2.1 Construction Impacts

The Project Area includes an existing construction site, which was primarily industrial and commercial. The City obtained these properties as part of the Viaduct Replacement Project. The area surrounding the Project Site is heavily developed with predominately industrial and commercial land uses.



ENGINEERING
CITY OF LOS ANGELES

FIGURE 2-1: LAND USE
Sixth Street PARC Project



ENGINEERING
CITY OF LOS ANGELES

FIGURE 2-2: ZONING
Sixth Street PARC Project

Table 2-1: Summary of Land Uses within the Project Area

Zone	Use
Manufacturing	
M1	Limited Industrial Restricted Industrial Uses (MR1), Limited Industrial and Manufacturing Uses, no Residential (R) Zone Uses, no hospitals, schools, or churches, any Enclosed Commercial (C2) Use, Wireless Telecommunications, and Household Storage.
M2	Light Industrial M1 and Restricted Light Industrial (MR2) Uses, Additional Industrial Uses, Storage Yards, Animal Keeping, Enclosed Composting, and no R Zone Uses.
M3	Heavy Industrial Restricted Light Industrial (MR2) Uses, any Industrial I Uses, Nuisance Type Uses that are 500 feet from any other zone, and no R Zone Uses.
Other	
PF	Public Facilities Agricultural Uses, Parking Under Freeways, Fire and Police Stations, Government Buildings, Public Libraries, Post Offices, Public Health Facilities, Public Elementary and Secondary Schools, and Qualified Permanent Supportive Housing Projects.
OS	Open Space Parks and Recreation Facilities, Nature Reserves, Closed Sanitary Landfill Sites, Public Water Supply Reservoirs, and Conservation Areas.
Overlay District	
RIO	Provides design guidelines in addition to the underlying zoning regulations.

Construction staging and activities would be limited to the existing construction site. Land use and zoning designations in these areas would not prohibit the construction activities required to implement the proposed Project. In addition, construction activities would not require changes in existing uses that would conflict with designated land uses or zones. Therefore, the proposed Project would not conflict with land use and zoning designations.

The use of construction vehicles and equipment to conduct excavation activities, and other activities involved with the removal or addition of structures, could result in reduced visual character and quality in construction areas that are visible from surrounding land uses; greater air pollutant and greenhouse gas emissions; increased noise levels; and decreased mobility and access due to construction traffic on surrounding roadways and road closures/detours. These impacts are discussed in more detail in Chapters 3 and 4. Standard regulatory requirements and/or mitigation measures would be implemented to reduce these impacts (See Chapters 3 and 4).

Construction equipment, materials storage, and most construction activities (other than the movement of equipment and materials to and from the construction site) would be contained within the limits of construction, and construction areas would be fenced. Construction activities would comply with the

allowable hours of construction in the LAMC. Accordingly, construction activities would be limited to Monday through Friday between the hours of 7:00 a.m. to 4:00 p.m., unless otherwise approved by the engineer. Construction on Saturdays from 8:00 a.m. to 6:00 p.m. would be permissible upon approval by the engineer. Construction activities would be prohibited on Sundays and Federal holidays, unless approved by the engineer.

Proposed construction activities would be conducted in compliance with the City's development requirements and construction and building permits outlined in Chapter IX, Article 1 (Building Code) of the City's Municipal Code, as well as the California Building Standards Code (California Code of Regulations Title 24). All anticipated permits and approvals, summarized in **Table 1-3**, would be obtained prior to proposed construction activities. Any necessary land use entitlements would be secured prior to the start of construction activities and would be coordinated with construction of the Viaduct Replacement Project. Grading would be required prior to excavation activities in order to prepare the Project Site for construction,

requiring a Permit to Construct. Construction activities within the River channel are under supervision of the USACE, and applicable permits would need to be obtained. In addition, any work within railroad right-of-way would require a Railroad Maintenance Agreement and any other applicable permits from the affected railroad agency. Upon obtaining all required permits and approvals, the proposed Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. Therefore, adverse effects would be minimized to the extent feasible.

2.2.2.2 Operational Impacts

The proposed Project would not physically divide the communities. Rather, the proposed Project is intended to improve connections within the neighborhoods surrounding the park by incorporating pedestrian trails and bike paths to improve connections and reduce physical barriers between communities in the area.

The land use plans, policies, and regulations shown in **Table 2-2** were established to protect the environment and sensitive land uses, and to ensure that proposed developments are consistent with the character and and visions of the City and surrounding communities. As shown in **Table 2-2**, the proposed Project is consistent with the land use plans, policies, and regulations in the area.

Table 2-2: Consistency with State, Regional, and Local Plans and Programs

Policy/Goal	Proposed Project
City of Los Angeles General Plan – Land Use Element Central City North Community Plan	
Recreation and Parks Facilities • *Goal 4:* Adequate recreation and park facilities which meet the needs of the residents in the Plan Area • *Goal 5:* A community with sufficient open space in balance with development to serve the recreational, environmental, and health needs of the community and to protect environmental and aesthetic resources	**Consistent.** The proposed Project would provide additional recreation and park facilities to address deficiencies, as well as serve the recreational, environmental, and health needs of the residents in the Central City North Community Plan area. The proposed Project would provide open space that would provide a balance to the surrounding urban environment, comprised of industrial and

Policy/Goal	Proposed Project
• *Objective 5-1:* To preserve existing open space resources and where possible develop new open space. • *Policy 5-1.1:* Encourage the retention of passive and visual open space which provides a balance to the urban development of the Plan Area. • *Objective 5-2:* To ensure the accessibility, security and safety of parks by their users, particularly families with children and senior citizens. • *Policy 5-2.1:* Ensure that parks are adequately illuminated for safe use at night where appropriate.	commercial developments and freight corridors. The proposed Project would be designed to improve environmental and aesthetic resources. In addition, the proposed Project would be designed to be safe and accessible for all users. The proposed Project would include lighting that meets City standards.
City of Los Angeles General Plan – Land Use Element Boyle Heights Community Plan (1998)	
Recreation and Parks Facilities • Objective 1: To provide adequate recreation and park facilities which meet the needs of the residents in the community	**Consistent.** The proposed Project would provide additional recreation and park facilities to meet the needs of the residents in the Boyle Heights Community Plan area. Recreation and park facilities would include public gathering/assembly areas, flexible play areas, adult fitness equipment, dog play areas, sports fields and courts, children's play areas, picnic and grilling areas, skate park elements, and pedestrian and bicycle paths.
City of Los Angeles General Plan – Open Space Element	
General • Open space areas shall be provided or developed to serve the needs as appropriate to their location, size, and intended use of the communities in which they are located, as well as the City and region as a whole. • Small parks, public and private, should be located throughout the City. Not only should recreation activities be provided, but an emphasis shall be placed on greenery and openness.	**Consistent.** The proposed Project would be designed to serve the needs of the surrounding Central City North and Boyle Heights Community Plan areas, as well as the City and surrounding region. The proposed Project design would incorporate recreational facilities in conjunction with landscaped seating areas, vegetated planters, and open spaces that would add greenery to the City.
City of Los Angeles General Plan – Service Systems Element	
Recreational use should be considered for available open space and unused or underused land, particularly publicly owned lands having potential for multiple uses.	**Consistent.** The proposed Project would convert public, underused land within and adjacent to a transportation corridor into an open space with park facilities and recreational uses.

Policy/Goal	Proposed Project
City of Los Angeles General Plan – Mobility Plan 2035 (Circulation Element)	
Safety • *Policy 1.2*: Implement a balanced transportation system on all street, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all used. **Infrastructure** • *Policy 2.1:* Design, plan, and operate streets to serve multiple purposes and provide flexibility in design and adapt to future demands. • *Policy 2.*3: Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment. • *Policy 2.6:* Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. • *Policy 2.12:* Design for pedestrian and bicycle travel when rehabilitating or installing a new bridge, tunnel, or exclusive transit right-of-way. • *Policy 2.15*: Expand funding to improve the built environment for people who walk, bike, take transit, and for other vulnerable roadway users. **Access** • *Policy 3.1*: Recognize all mode of travel, including pedestrian, bicycle, transit, and vehicular modes as integral components of the City's transportation system. • *Policy 3.2:* Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way. **Clean Environments and Healthy Communities** • *Policy 5.1:* Encourage the development of a sustainable transportation system that promotes environmental and public health.	**Consistent.** The proposed Project would promote sustainable forms of transportation throughout the Project Area, with the implementation of pedestrian walkways and bicycle paths throughout the park. In addition, the proposed Project would include street improvements to improve pedestrian and bicycle circulation (e.g., the addition of sidewalks and improvements to existing sidewalks, the addition of crosswalks, and the extension of bikeways). The proposed Project would be consistent with other bicycle infrastructure improvement projects in the Project Area, including ATP-1: Sixth Street Viaduct Replacement Project Bicycle and Pedestrian Facilities and ATP-3: Downtown LA Arts District Pedestrian and Cyclist Safety Project.
City of Los Angeles – Complete Streets Design Guide	
• Goal: The Complete Streets Design Guide provides a compilation of design concepts and best practices that promote safety, accessibility and convenience for all transportation users as described in California's Complete Streets Act of 2008 (AB 1358); including pedestrians, bicyclists, transit riders, and motorists.	**Consistent.** The proposed Project would promote safety, accessibility, and convenience for all visitors, and encourage physical activities with the inclusion of various recreational amenities.

Policy/Goal	Proposed Project
By prioritizing people over cars, the streets of Los Angeles can provide lively gathering places that foster community building and neighborhood identity, encourage healthy recreational activities such as walking, running, and bicycling.	
City of Los Angeles – General Plan – Health and Wellness Element	
A City Built for Health • *Objective:* Increase the number of underutilized spaces (easements, parkways, vacant lots and spaces, vacated railways, and similar) that are repurposed for health-promoting activities in low-income communities. • *Policy 2.6:* Work proactively with residents to identify and remove barriers to leverage and repurposed vacant and underutilized spaces as a strategy to improve community health. • *Policy 2.9:* Proactively work with residents and public, private, and nonprofit partners to develop, execute, and maintain civic stewardship over community beautification efforts to promote neighborhoods that are clean, healthy, and safe. • *Policy 2.11:* Lay the foundation for healthy communities and healthy living by promoting infrastructure improvements that support active transportation with safe, attractive, and comfortable facilities that meet community needs; prioritize implementation in communities with the greatest infrastructure deficiencies that threaten the health, safety, and well-being of the most vulnerable users. **Bountiful Parks and Open Spaces** • *Objective:* Increase the number of neighborhood and community parks so that every Community Plan Area strives for 3 acres of neighborhood and community park space per 1000 residents (excluding regional parks and open spaces). • *Objective:* Increase access to parks so that 75% of all residents are within a 1/4 mile walk of a park or open space facility. • *Objective:* Increase the miles of the Los Angeles River that are revitalized for natural open space and physical activity, particularly in low-income areas.	**Consistent.** The proposed Project would convert unused public land adjacent to the LA River into an open space with park facilities and recreational uses in order to encourage healthy physical activities and safe communities. The proposed Project also includes safety features to protect the public from hazards associated with surrounding industrial land uses and the LA River. Pedestrian crosswalks would be included at all major roadways intersecting the Project Site (i.e., Santa Fe Avenue, Mission Road, Anderson Street, and Clarence Street). Safety measures would be added to the LA River Access Tunnel entry point within the proposed Arts Plaza to deter the public from entering the tunnel during a storm event (e.g., vehicular deterrents such as bollards and safety warning devices). The City would also develop a public safety plan to address public safety during flood events. The public safety plan would include protocols for protecting pedestrians and homeless populations in the LA River Access Tunnel during flood conditions.

Policy/Goal	Proposed Project
• *Policy 3.3:* Support the implementation of the Los Angeles River Revitalization Master Plan to create a continuous greenway of interconnected parks and amenities to extend open space and recreational opportunities. • *Policy 3.4:* Promote opportunities for physical activity for users of all ages and abilities by continuing to improve the quality of existing park and open space facilities and creating recreation programs that reflect the city's rich diversity and local community needs. • *Policy 3.5:* Encourage greater community use of existing parks and open spaces by improving safety and access in and around parks and open spaces by encouraging land use, design, and infrastructure improvements that promote healthy and safe community environments and park design, programming, and staff-levels that meet local community safety-needs. **Safe and Just Neighborhoods** • *Objective:* Increase the number of Safe Passage programs that are implemented in the City's low-income neighborhoods. • *Policy 7.2:* Promote the development and implementation of comprehensive strategies that foster safe passages in neighborhoods with high crime and gang activity to ensure that all Angelenos can travel with confidence and without fear.	
L.A.'s Green New Deal (Sustainable City pLAn)	
Urban Ecosystems and Resilience • Ensure proportion of Angelenos living within 0.5 mile of a park or open space is at least 65 percent by 2025; 75 percent by 2035; and 100 percent by 2050.	**Consistent.** The proposed Project would provide open space and recreational opportunities for communities that were determined to have a "high" or "very high" need for parks in the Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment (Los Angeles County Department of Parks and Recreation, 2016).
River Improvement Overlay District	
Los Angeles Municipal Code *Chapter I, Article 3, Section 13.17(A)* The purpose of a River Improvement Overlay (RIO) District is to:	**Consistent.** The proposed Project would include elements that would be consistent with the purpose of the RIO District. In addition, the proposed Project would conform to the development regulations of

Policy/Goal	Proposed Project
• Support the goals of the Los Angeles River Revitalization Master Plan • Contribute to the environmental and ecological health of the City's watersheds • Establish a positive interface between river adjacent property and river parks and/or greenways • Promote pedestrian, bicycle and other multi-modal connection between the river and its surrounding neighborhoods • Provide an aesthetically pleasing environment for pedestrians and bicyclists accessing the river area • Provide safe, convenient access to and circulation along the river • Promote the river identity of river adjacent communities	the RIO District. The proposed Project would support the goals of the Los Angeles River Revitalization Master Plan; promote pedestrian and bicycle transportation between the LA River and the Central City North and Boyle Heights Community Plan areas; provide an aesthetically pleasing resource for visitors to the park; and provide safe access to the LA River for pedestrians and bicyclists.
Los Angeles River Revitalization Master Plan	
Revitalize the River • *Goal:* Enable Safe Public Access • *Recommendation #4.8:* Provide opportunities for safe access to the water, ensure that people can quickly exit the channel, and establish a flood warning system in the event of high flow conditions. **Green the Neighborhoods** • *Goal:* Connect Neighborhoods to the River • *Recommendation #5.6:* Increase direct pedestrian and visual access to the River. • *Goal:* Extend Open Space and Water Quality Features into Neighborhoods • *Recommendation #5.8:* Provide a diverse system of interconnected parks, recreational fields, and outdoor classrooms.	**Consistent.** The proposed Project would feature environmentally sensitive design, such as low impact development and stormwater infrastructure improvements. In addition, the proposed Project would provide open space and recreation opportunities. The proposed Project would be designed to maintain existing bicycle and pedestrian access to the LA River and enhance community awareness of the LA River. The proposed Project design would also preserve flood control features of the LA River to ensure public safety during flood events. In addition, the proposed Project would include a flood warning system and other elements (i.e., vehicular bollards) to deter the public from entering the LA River during a storm event.

The land use for the proposed Project would be consistent with the City's zoning designations. The proposed Project is considered a "Park or Playground (Open outdoor space), operated by government agency" land use, which is only permitted in the following zones (City of Los Angeles, 2015):

- Open Space: OS
- Agricultural: A1, A2, and RA
- Residential Estate: RE and RS
- One-Family Residential: R1, RU, and RZ
- Multiple Residential: RD, RMP, R3, RAS3, R4, RAS4, and R5
- Commercial: CR, C1, C1.5, C2, C4, C5, and CM
- Manufacturing: M1, M2, and M3

In addition, "Park or Playground (Open outdoor space), operated by government agency" land uses may be permitted in the following zones pending Public Benefit project approval:

- Residential Waterways (RW1 and RW2)
- Parking (P and PB)
- Public Facilities (PF).

The proposed Project would be permitted in the portions of the Project Area that are zoned M1, M2, M3, and OS, and would require approval from the City within areas zoned PF. In addition to the zoning designations described above, the Project Site is entirely within the RIO District. The proposed Project would conform to the development regulations for the RIO District outlined in the Municipal Code (Section 13.17), including landscaping, screening/fencing, lighting, and river access requirements. The proposed Project would comply with the design guidelines for projects within the RIO District, as described in the LA River Design Guidebook.

As described in Section 1.2.2.2, the City is in the process of updating the land use and zoning designations in the Central City North and Boyle Heights Community Plan Areas. With these updates, the zoning designations within the Project Site would continue to allow parks and recreational facilities. The City's Bureau of Engineering (BOE) would work with the Los Angeles Department of City Planning to ensure that the proposed Project is consistent with any future zoning changes within the Project Area. Therefore, the proposed Project would be consistent with the land use plans, policies, and regulations in the area.

The existing Project Site is a construction site within a heavily developed industrialized area. By providing approximately 13 acres of public recreational space, the proposed Project is expected to improve various qualities of the existing Project Site, which include the following:

- The proposed Project would transform an underutilized lot into an aesthetically pleasing landscaped park that would improve the visual character and quality of the Project Site.
- With the exception of emissions generated during from vehicle traffic during infrequent large events, the proposed Project would contribute less criteria air pollutant and greenhouse gas emissions than the existing industrial land use.

- The proposed Project would include trees and other natural and artificial substrates that would potentially create additional nesting and roosting habitat for birds and bats.
- The proposed Project Site soils would be remediated to standards acceptable by the Los Angeles County Fire Department (LACoFD).
- The proposed Project would result in improvements to existing stormwater drainage systems.
- The proposed Project would provide open space and recreational facilities that would meet the existing need for parks and recreational facilities in the surrounding communities.
- The proposed Project would generate noise at levels that are less than the noise levels produced by the existing land use.
- With the exception of traffic during large special events, the proposed Project would generate fewer trips than the existing industrial land use. The proposed Project would support active modes of transportation and public transit.
- The proposed Project would include low impact development design and practices to reduce the consumption of water resources and promote beneficial stormwater treatment and/or capture.

The proposed Project also includes safety features to protect the public from hazards associated with surrounding industrial land uses and the LA River. Pedestrian crosswalks would be included at all major roadways intersecting the Project Site (i.e., Santa Fe Avenue, Mission Road, Anderson Street, and Clarence Street). Safety measures will be added to the LA River Access Tunnel entry point within the proposed Arts Plaza to deter the public from entering the LA River during a storm event (i.e., vehicular deterrents such as bollards and safety warning devices). The City would also develop a Safety Plan to further minimize impacts on public safety during flood events.

2.2.3 Best Management Practices

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.

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.

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.

2.2.4 Mitigation Measures

No mitigation measures related to Land Use and Planning are required.

2.3 Population and Housing

2.3.1 Affected Environment

2.3.1.1 Regional Population Characteristics

According to the 2017 ACS, populations in the County and the City increased by 4 percent and 5 percent, respectively, from 2010 to 2017. Populations in the 14 block groups experienced varying levels of decline and growth from 2010 to 2017, ranging from a 17 percent decline to a 32 percent increase. The average population growth for the 14 block groups was 1.4 percent, which is lower than the population growth in the County and the City (United States Census Bureau, 2018).

In the two Central City North Community Plan block groups, one block group experienced a 32 percent increase and one block group experienced a 5 percent decline in population, for an average growth of 14 percent. In the twelve Boyle Heights block groups, population growth varied between a 15 percent increase and a 17 percent decline, with an average population decline of 0.7 percent. Population growth rates for the County, City, and Project Area census tracts are shown in **Table 2-3**.

In the County, SCAG forecasts an approximately 13 percent increase in population from 2015 to 2040 (from 10,159,000 to 11,514,000 people). In the City, SCAG forecasts a population growth of approximately 20 percent from 2012 to 2040 (from 3,845,500 to 4,609,400 people) (Southern California Association of Governments, 2016).

From 2010 to 2017, household growth was 2 percent in the County and 3 percent in the City. Household growth for the 14 block groups ranged from a 25 percent decline to a 30 percent increase from 2010 to 2017. The average household growth for the 14 block groups was 5 percent, which is higher than the household growth in the County and the City. In the two Central City North block groups, household growth ranged from 28 percent to 30 percent, with an average household growth of 29 percent. In the twelve Boyle Heights block groups, household growth ranged from a 25 percent decline to a 23 percent increase, with an average household growth of 1 percent. Household growth for the County, City, and Project Area census tracts are shown in **Table 2-3**.

2.3.1.2 Demographic Characteristics

The City of Los Angeles is characterized as having a high diversity of racial and ethnic groups, with approximately half of the City's population identifying as having Hispanic or Latino origins (Los Angeles County Economic Development Corporation, 2016). In the Central City North block groups, the largest population is White, making up 42 percent of the total population, followed by Asian, making up approximately 38 percent of the total population. In the Boyle Heights block groups, the largest population is Hispanic or Latino making up approximately 83 percent of the total population. The racial and ethnic characteristics of the block groups in Project Area are shown in **Table 2-4**.

The majority of the population in the County (43 percent) and the City (45 percent) is between the ages of 25 and 54. In the 14 block groups, the majority of the population is also between the ages of 25 and 54 (44 percent). The population between the ages of 25 and 54 is higher in the Central City North block groups (73 percent) than in the Boyle Heights block groups (39 percent). Age distributions for the block groups in the Project Area are shown in **Table 2-5.**

Table 2-3: Projected Population and Household Growth

Study Area	Demographic Characteristic					
	Population			Households		
	2010 Census	2017 ACS 5-Year Estimates	% Change (2010 to 2017)	2010 Census	2017 ACS 5-Year Estimates	% Change (2010 to 2017)
County of Los Angeles	9,758,256	10,057,155	4%	3,241,204	3,295,198	2%
City of Los Angeles	3,772,486	3,918,872	5%	1,318,168	1,364,227	3%
Central City North						
Block Group 1, Census Tract 2060.31	2,088	2,760	32%	1,164	1,492	28%
Block Group 2, Census Tract 2060.31	869	829	-5%	499	648	30%
Central City North Block Groups Average	1,479	1,795	14%	832	1,070	29%
Boyle Heights						
Block Group 1, Census Tract 2035	766	689	-10%	236	249	6%
Block Group 3, Census Tract 2035	1,153	1,071	-7%	341	301	-12%
Block Group 1, Census Tract 2044.10	888	1,024	15%	234	248	6%
Block Group 2, Census Tract 2044.10	1,475	1,219	-17%	371	384	4%
Block Group 1, Census Tract 2044.20	2,168	2,226	3%	658	644	-2%
Block Group 2, Census Tract 2044.20	970	1,047	8%	250	266	6%
Block Group 1, Census Tract 2046	2,295	2,556	11%	587	723	23%
Block Group 2, Census Tract 2046	1,806	1,592	-12%	453	430	-5%
Block Group 1, Census Tract 2060.32	1,043	882	-15%	295	221	-25%
Block Group 2, Census Tract 2060.32	1,804	1,905	6%	709	749	6%

Block Group 3, Census Tract 2060.32	2,428	2,659	10%	639	668	5%
Block Group 1, Census Tract 2060.50	2,146	2,180	2%	767	820	7%
Boyle Heights Block Groups Average	1,579	1,588	-0.7%	462	475	1%
All Block Groups Average	1,564	1,617	1.4%	515	560	5%

Source: United States Census Bureau; 2013-2017 American Community Survey 5-Year Estimates, Tables B01003 and B09019
Notes: % = Percent

Table 2-4: Racial and Ethnic Characteristics

Study Area	Number of Individuals (Percent of Population) based on Race/Ethnicity									
	Total Population	Not Hispanic or Latino							Hispanic or Latino	Total Minority Population
		White Alone	Black or African American Alone	American Indian and Alaska Native Alone	Asian Alone	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Two or More Races Alone		
County of Los Angeles	10,105,722 (100%)	2,676,982 (26.5%)	799,579 (7.9%)	19,915 (0.2%)	1,442,577 (14.3%)	24,950 (0.2%)	28,960 (0.3%)	219,180 (2.2%)	4,893,579 (48.4%)	7,428,740 (73.5%)
City of Los Angeles	3,949,776 (100%)	1,123,131 (28.4%)	339,659 (8.6%)	5,656 (0.1%)	454,122 (11.5%)	5,829 (0.1%)	13,563 (0.3%)	84,937 (2.2%)	1,922,879 (48.7%)	2,820,995 (71.4%)
Census Tract Block Groups in Project Study Area										
Central City North										
Block Group 1, Census Tract 2060.31	2,760 (100%)	980 (35.5%)	109 (3.9%)	11 (0.4%)	1,333 (48.3%)	21 (0.8%)	0 (0%)	116 (4.2%)	190 (6.9%)	1,780 (64.5%)
Block Group 2, Census Tract 2060.31	829 (100%)	540 (65.1%)	47 (5.7%)	0 (0%)	17 (2.1%)	0 (0%)	0 (0%)	94 (11.3%)	131 (15.8%)	289 (34.9%)
Boyle Heights										
Block Group 1,	689 (100%)	32 (4.6%)	10 (1.5%)	0 (0%)	154 (22.4%)	0 (0%)	0 (0%)	0 (0%)	493 (71.6%)	657 (95.4%)

Census Tract 2035										
Block Group 3, Census Tract 2035	1,071 (100%)	28 (2.6%)	0 (0%)	0 (0%)	90 (8.4%)	5 (0.5%)	0 (0%)	0 (0%)	948 (88.5%)	1,043 (97.4%)
Block Group 1, Census Tract 2044.10	1,024 (100%)	35 (3.4%)	0 (0%)	0 (0%)	25 (2.4%)	0 (0%)	0 (0%)	0 (0%)	964 (94.1%)	989 (96.6%)
Block Group 2, Census Tract 2044.10	1,219 (100%)	5 (0.4%)	5 (0.4%)	0 (0%)	17 (1.4%)	12 (1%)	0 (0%)	0 (0%)	964 (96.8%)	1,214 (99.6%)
Block Group 1, Census Tract 2044.20	2,226 (100%)	58 (2.6%)	109 (4.9%)	0 (0%)	77 (3.5%)	0 (0%)	0 (0%)	17 (0.8%)	1,965 (88.3%)	2,168 (97.4%)
Block Group 2, Census Tract 2044.20	1,047 (100%)	28 (2.7%)	6 (0.6%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1,013 (96.8%)	1,019 (97.3%)
Block Group 1, Census	2,556 (100%)	96 (3.8%)	62 (2.4%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2,398 (93.8%)	4,460 (96.2%)

Tract 2046										
Block Group 2, Census Tract 2046	1,592 (100%)	24 (1.5%)	0 (0%)	0 (0%)	30 (1.9%)	0 (0%)	9 (0.6%)	0 (0%)	1,529 (96.0%	1,568 (98.5%)
Block Group 1, Census Tract 2060.32	882 (100%)	192 (21.8%)	46 (5.2%)	29 (3.3%)	56 (6.3%)	0 (0%)	0 (0%)	0 (0%)	559 (63.4%)	690 (78.2%)
Block Group 2, Census Tract 2060.32	1,905 (100%)	115 (6.0%)	10 (0.5%)	0 (0%)	321 (16.9%)	0 (0%)	0 (0%)	8 (0.4%)	1,451 (76.2%)	1,790 (94%)
Block Group 3, Census Tract 2060.32	2,659 (100%)	143 (5.4%)	28 (1.1%)	0 (0%)	874 (32.9%)	0 (0%)	0 (0%)	0 (0%)	1,614 (60.7%)	2,516 (94.6%)
Block Group 1, Census Tract 2060.50	2,180 (100%)	137 (6.3%)	80 (3.7%)	6 (0.3%)	224 (10.3%)	0 (0%)	12 (0.6%)	24 (1.1%)	1,697 (77.8%)	1,043 (93.7%)

Source: United States Census Bureau; 2013-2017 American Community Survey 5-Year Estimates, Table B03002

Table 2-5: Age Distributions

Study Area	Number of People (Percent of Population) in Age Group						
	Preschool (Under 5 Years)	School (5 to 19 Years)	Young Adults (20 to 24 Years)	Prime Working (25 to 54)	Retirement (55 to 64)	Seniors (65+)	Total[1]
County of Los Angeles	631,911 (6%)	1,915,331 (19%)	756,629 (7%)	4,372,997 (43%)	1,163,870 (12%)	1,264,984 (13%)	10,105,722 (100%)
City of Los Angeles	243,819 (6%)	705,564 (18%)	314,867 (8%)	1,791,835 (45%)	430,853 (11%)	462,838 (12%)	3,949,776 (100%)
Central City North Block Groups	154 (4%)	72 (2%)	199 (6%)	2,621 (73%)	381 (11%)	162 (5%)	3,589 (100%)
Boyle Heights Block Groups	1,652 (9%)	4,088 (21%)	1,970 (10%)	7,429 (39%)	1,737 (9%)	2,174 (11%)	19,050 (100%)
All Block Groups	1,806 (8%)	4,160 (18%)	2,169 (10%)	10,050 (44%)	2,118 (9%)	2,336 (10%)	22,639 (100%)

1. Numbers may not sum to the total due to rounding.
Source: United States Census Bureau; 2013-2017 American Community Survey 5-Year Estimates, Table B01001

The percent of households below the poverty level in the past 12 months is 16 percent for the County and 19 percent for the City. In the Central City North block groups, the percent of households with income below the poverty level in the past 12 months ranges from 13 percent to 20 percent and averages approximately 15 percent, which is lower than the poverty rate for the County (16 percent) and the City (19 percent). In the Boyle Heights block groups, the percent of households with income below the poverty level in the past 12 months ranges from 21 percent to 50 percent and averages 34 percent, which is higher than the poverty rate for the County (16 percent) and the City (19 percent). Household poverty information is shown in **Table 2-6**.

2.3.1.3 Housing Characteristics

From 2014 to 2015, the City experienced a 1.3 percent growth in the total number of housing units and a 0.7 percent decline in owner-occupied housing (Los Angeles City Council Districts, 2017). The percent of vacant homes did not change from 2014 to 2015, comprising 6.3 percent of the housing units. In 2016, renters made up 62 percent of the population and homeowners made up 38 percent of the population (Southern California Association of Governments, 2017).

The Project Area is within City Council District 14, which includes the eastern portion of Downtown Los Angeles and Boyle Heights, Eagle Rock, El Sereno, Rose Hills, and Highland Park. From 2014 to 2015, Council District 14 experienced a 5.1 percent growth in the total number of housing units. During this same time, Council District 14 experienced a 2.4 percent decline in owner-occupied housing (Los Angeles City Council Districts, 2017). The percent of vacant homes declined by 1.9 percent, comprising 5.6 percent of the housing units (Los Angeles City Council Districts, 2017).

All of the housing units in the Central City North block groups are multi-family units. A majority of the population rents rather than owns, with 71 percent of the population in renter occupied housing units. The average household size varies from 1.28 to 1.85 people. The housing structures were primarily built between 2000 and 2009 (37 percent) or before 1940 (35 percent). The median monthly rent in the Central City North block groups varies by block group, ranging from $2,127 to $2,464, which is higher than the median monthly rent for the City ($1,302) and County ($1,322). The median home value in the Central City North block groups ranges from $589,000 to $945,000, with an average of $767,000, which is higher than the median home value for the City ($549,800) and County ($495,800) (United States Census Bureau, 2018).

Nearly all of the housing units (98 percent) in the Boyle Heights block groups are multi-family units. A vast majority of the population rents rather than owns, with 85 percent in renter occupied housing units. The average household size varies from 2.53 to 4.13 people. Many of the housing structures were built in 1939 or earlier (43 percent). The median monthly rent in the Boyle Heights block groups varies by block group, ranging from $670 to $1,189, which is lower than the median monthly rent for the City ($1,302) and County ($1,322). The median home value in the Boyle Heights block groups ranges from $317,300 to $423,500, with an average of $371,258, which is lower than the median home value for the City ($549,800) and County ($495,800) (United States Census Bureau, 2018).

Table 2-6: Households with Income below the Poverty Level in the Past 12 Months

Study Area	Data Source (2016 ACS 5-Year Estimates)		
	Total Households	Households Below Poverty Level	Percent of Households Below Poverty Level
County of Los Angeles	3,295,198	524,489	16%
City of Los Angeles	1,364,227	258,159	19%
Census Tract Block Groups in Project Study Area			
Central City North			
Block Group 1, Census Tract 2060.31	1,492	189	13%
Block Group 2, Census Tract 2060.31	648	128	20%
Central City North Block Group Total	2,140	317	15%
Boyle Heights			
Block Group 1, Census Tract 2035	249	52	21%
Block Group 3, Census Tract 2035	301	84	28%
Block Group 1, Census Tract 2044.10	248	68	27%
Block Group 2, Census Tract 2044.10	384	152	40%
Block Group 1, Census Tract 2044.20	644	319	50%
Block Group 2, Census Tract 2044.20	266	94	35%
Block Group 1, Census Tract 2046	723	271	37%
Block Group 2, Census Tract 2046	430	168	39%
Block Group 1, Census Tract 2060.32	221	56	25%
Block Group 2, Census Tract 2060.32	749	220	29%
Block Group 3, Census Tract 2060.32	668	158	24%
Block Group 1, Census Tract 2060.50	820	277	34%
Boyle Heights Block Group Total	5703	1,919	34%
All Block Group Total	7,843	2,236	29%

Source: United States Census Bureau; 2013-2017 American Community Survey 5-Year Estimates, Table B17017

2.3.1.4 Homeless Populations

The Project Area census tracts include homeless populations, with 2018 counts shown in **Table 2-7**. The 2019 count, which was released June 4, 2019, did not provide counts at the census tract level. However, the 2019 homeless count for Council District 14 was 7,896 individuals, representing a 12 percent increase from 7,068 individuals in 2018 (Los Angeles Homeless Services Authority, 2019).

As part of the Sixth Street Viaduct Replacement Project, any homeless people found within the construction site were vacated and LAHSA was contacted to provide services. At this time, the Project Area is a construction site and there are currently no homeless people in the Project Area.

The Project Area is bordered by Skid Row to the west, which is an area of Downtown Los Angeles that contains one of the largest populations of homeless people in the United States. There are approximately 4,193 homeless people living in Skid Row (Los Angeles Homeless Services Authority, 2018).

The proposed Project may result in the displacement of homeless populations that were previously residing in the Project Area before the construction of the Viaduct Replacement Project. LAHSA, which is an organization that addresses homelessness in the City and County, provided services for displaced homeless populations in the Project Area. Programs include prevention activities, outreach and assessment, emergency shelter, transitional housing, permanent supportive housing, and supportive services (Los Angeles Homeless Services Authority, 2017). In addition, there are several other resources and facilities in vicinity of the Project Area that aim to serve homeless populations, which are described in **Table 2-8**.

Table 2-7: Homeless People in the Project Area Census Tracts

Census Tract	Number of Homeless People
Central City North Community Plan	
2060.31	284
Boyle Heights Community Plan	
2035.00	36
2044.10	9
2044.20	34
2046	15
2060.32	111
2060.50	36

Source: (Los Angeles Homeless Services Authority, 2018)

Table 2-8: Homeless Resources and Facilities

Resource/Facility	Address	Distance from Project Area	Description
Los Angeles Homeless Services Authority	811 Wilshire Blvd #600 in Los Angeles	1.5 miles northwest of the Project Area	A Join Powers Authority that coordinates housing and services for the homeless in the City and County. LAHSA's primary role is to coordinate the use of Federal and local funding used towards services for homeless people.
United Way of Greater Los Angeles	1150 South Olive Street, Suite T500 in Los Angeles	2 miles west of the Project Area	Organization that aims to help low-income families, students, veterans, and the homeless through enacting policy changes and providing support related to education, financial stability, and health. Launched the Home for Good initiative to work on systems and solutions to end homelessness.
Lamp Community	526 South San Pedro Street in Los Angeles	0.6-mile northwest of the Project Area	Organization that offers permanent housing and health and social services for the most vulnerable homeless individuals, including those with severe mental illness and physical disabilities. Lamp Community serves approximately 3,000 individuals a year through several services sites in Downtown Los Angeles.
Los Angeles Mission	303 East Fifth Street in Los Angeles	0.7-mile northwest of the Project Area	Organization that provides services to the homeless, which include emergency, recovery and rehabilitation, career, and transition services,
Proyecto Pastoral at Dolores Mission	171 South Gless Street in Los Angeles	0.4-mile northeast of the Project Area	Boyle Heights-based organization that provides support to over 5,000 children and families. Programs include civic engagement, early education centers, food and shelter for the homeless, and youth development.
Jovenes, Inc.	1208 Pleasant Avenue in Los Angeles	0.8-mile northeast of the Project Area	Organization that provides at-risk youth (ages 18-25) with stable housing and other community-based services.
Emmanuel Baptist Rescue Mission	530 East Fifth Street in Los Angeles	0.6-mile northwest of the Project Area	Organization that provides meals, shelter, and clothing to the homeless.
Eimago (Union Rescue Mission)	545 South San Pedro Street in Los Angeles	0.7-mile northwest of the Project Area	Organization that provides emergency services, gateway and recovery programs, shelter, health and legal clinics, and learning center.

Resource/Facility	Address	Distance from Project Area	Description
Weingart Center Association	501 East Sixth Street in Los Angeles	0.7-mile northwest of the Project Area	Organization that provides emergency services, transitional residential programs, health care, substance abuse treatment, community re-entry services, workforce development and education, and other community programs and human services for the homeless.
The Midnight Mission	601 South San Pedro Street in Los Angeles	0.7-mile northwest of the Project Area	Organization that provides emergency services, as well as 12-step recovery, family living, job training, education, and workforce development programs for the homeless.

2.3.1.5 Development Trends

The Project Study Area is developed with transportation infrastructure, commercial and industrial buildings, residential buildings, and government offices. The Project Study Area continues to change due to ongoing redevelopment projects that are being implemented in Los Angeles. **Table 2-9** lists current and future development projects within a half-mile buffer of the Project Area, (see **Figure 2-3,** Development Projects) (City of Los Angeles, 2017c; Los Angeles Department of City Planning, 2017a).

Downtown Los Angeles is comprised of different neighborhoods ranging from the Fashion District to the Downtown Historic Core, and is the hub of the City's Metro Rail transit system. Banks, department stores, and movie palaces at one time drew residents and visitors into the area, but the Downtown District declined economically and suffered a downturn for decades until its recent renaissance starting in the early 2000s.

Since Downtown Los Angeles office markets have migrated west to Bunker Hill and the Financial District, many historic office buildings have been left intact, and were being used for storage or remained vacant. This began to change in 1999, when the Los Angeles City Council passed an adaptive reuse ordinance, making it easier for developers to convert outmoded, vacant office and commercial buildings into renovated lofts and luxury apartment and condo complexes. Because of the Adaptive Reuse Ordinance (Los Angeles Municipal Code Chapter I, Article 2, Section 12.22), which was approved for Downtown Los Angeles in 1999, and extended into the City's other neighborhoods in 2003, the residential population in Downtown Los Angeles has grown substantially, with three times more housing units than in 1999 and additional planned developments that will almost double the existing inventory (Downtown Center Business Improvement District, 2015).

Boyle Heights was initially developed as one of the City's first residential suburbs. Much of the community's infrastructure and housing stock were built in the 1920s (City of Los Angeles, 1998). Over time, industries located west of the LA River began to expand into the Boyle Heights community. As Boyle Heights underwent industrial development in the 1930s and 1940s, the community began to see a demographic shift from European to Mexican immigrants. After construction of several major freeways (I-10, I-5, SR 60, and U.S. 101) in the 1940s and 1960s, the Boyle Heights community became segmented

Table 2-9: Current and Future Development Projects

Location	Project Name	Address	Proposed/Developed Use
Recently Developed			
RD-1	Garey Building	905 East Second Street	5 story building with 320 residential units, commercial, and retail space
RD-2	Hauser & Wirth	901 East Third Street	Art gallery, bookstore, and restaurant
RD-3	Lee & Associates	330 South Alameda Street	Creative office space
RD-4	One Santa Fe	300 South Santa Fe Avenue	6 story building with residential units, commercial, retail, and restaurant space
RD-5	Fourth & Traction	963 East Fourth Street	Creative office and retail space with a parking structure
RD-6	A+D Architecture and Design Museum	900 East Fourth Street	Architecture and Design Museum
RD-7	Edward Hotel Apartments	713 East Fifth Street	47 Single Room Occupancy (SRO) apartment units
RD-8	Arts District Park	501 South Hewitt Street	Park
RD-9	Barker Block Lofts	530 South Hewitt Street	Residential units
RD-10	La Kretz Innovation Campus	525 South Hewitt Street	Offices, conference rooms, labs, workshop, training center, and event space
RD-11	Institute of Contemporary Art	1717 East Seventh Street	Exhibition space, retail, and a café
RD-12	Amp Lofts	695 South Santa Fe Avenue	180 live/work units and retail space
RD-13	Ford Factory Building	777 South Santa Fe Avenue	Adaptive reuse of building into a creative office campus
RD-14	Art House Lofts	1200 South Santa Fe Avenue	Adaptive reuse of building into live/work units with retail space

Location	Project Name	Address	Proposed/Developed Use
Under Construction			
UC-1	Five Arts District Buildings	950 East Third Street	Multiple 5 and 6 story buildings with 471 residential units, commercial space, and amenities
UC-2	Metro Arts District Rail Yard	320 South Santa Fe Avenue	Upgrades to rail yard
UC-3	Restaurant	500 South Mateo Street	High-turnover restaurant
UC-4	At Mateo	555 Mateo Street	Retail, office, and parking space
UC-5	Metro Location 64 Maintenance of Way (MOW) Building	590 South Santa Fe Avenue	Facility to repair and maintain track vehicles to maintain the Red and Purple Line tracks and other systems
UC-6	Sixth Street Viaduct	East Sixth Street	Replacement of 3,500-foot-long viaduct
UC-7	Hillcrest Mixed-Use	1745 East Seventh Street	57 apartment units and 6,000 square feet of retail space
UC-8	Soho Warehouse	1000 South Santa Fe Avenue	Market, health club, and restaurant
UC-9	Rolling Greens	1005 South Mateo Street	Industrial space for nursery and retail store
Proposed/Planned			
P-1	2nd and Vignes	929 East Second Street	Retail, event space, bar/lounge, offices, private health club, and private movie theater
P-2	Little Tokyo Galleria Redevelopment	333 South Alameda Street	Live/work units, commercial space, and parking
P-3	4th & Hewitt	401 South Hewitt Street	Residential-retail complex with office and retail space
P-4	Alameda and 4th Lofts	360 South Alameda Street	328 apartment units and office, retail, and restaurant space
P-5	Mixed-Use Development (4th & Hewitt)	940 East Fourth Street	93 live/work units and commercial space

Location	Project Name	Address	Proposed/Developed Use
P-6	Boutique Hotel/4th & Alameda	400 South Alameda Street	Hotel with retail space
P-7	Office Building	405 South Hewitt Street	11 story building with commercial space and new office space
P-8	Hollenbeck Park Lake Rehabilitation	415 South St Louis Street	Water quality improvements, polluted runoff diversion and treatment, flow diversion and recycled water replenishment, visual park improvements, and development of erosion control methods
P-9	Arts District Center	1101 East Fifth Street	129 live/work units, 113 hotel rooms, and retail space
P-10	Arts District Center (Mixed-Use)	1129 East Fifth Street	Retail, restaurant, hotel room units, apartment units, art school, and art gallery
P-11	ATP Cycle 2/Boyle Heights Pedestrian Linkages	Clarence Street and Anderson Street	Pedestrian infrastructure improvements, including new sidewalk, sidewalk repairs, and installation of pedestrian lighting, continental crosswalks, and curb ramps to improve connectivity
P-12	Mixed-Use/5th & Seaton	1100 East Fifth Street	Live/work units, and restaurant and retail space
P-13	Mixed-Use Development (Carmel Partners)	520 South Mateo Street	600 live/work units, office space, retail space, and cultural space
P-14	Palmetto Colyton	527 Colyton Street	13 story building with 310 live-work units, retail use, and art production space
P-15	Office	540 South Santa Fe Avenue	Office space
P-16	Charter School	443 South Soto Street	Elementary school with student enrollment of 625
P-17	6th at Central	930 East Sixth Street	236 apartment units and retail space
P-18	ATP Cycle 3/Downton Los Angeles Arts District Pedestrian and Cyclist Safety Project	Area bounded by Second Street, Seventh Street, Alameda Street, and the LA River	Provide pedestrian and cyclist safety, access, and connectivity improvements, including cycle tracks/bike lanes/bike routes; new/widened sidewalks with curb extensions; high visibility and raised crosswalks; traffic-controlled intersections; shade trees; pedestrian lighting; wayfinding signage; and alley conversion into a Shared Street connecting to the new Sixth Street Viaduct Arts Plaza

Location	Project Name	Address	Proposed/Developed Use
P-19	Roosevelt High School Comprehensive Modernization Project	544 S Mathews Street	Upgrading, renovating, modernizing, and reconfiguring the Roosevelt High School campus to include new classrooms, gymnasium, lunch shelter, and auditorium
P-20	6AM	1211 Wholesale Street	7 story building with residential units, hotel rooms, offices, retail, cultural, and school use
P-21	Density Bonus	733 Boyle Avenue	Up to 10 density bonus units
P-22	Office Mixed-Use Complex	640 South Santa Fe Avenue	Office, retail, and restaurant space
P-23	641	641 South Imperial Street	140 live/work units, retail, art production, and creative office space.
P-24	Mission and Jesse Roundabout	Intersection of Jesse Street and Mission Road	Reconfiguration of the intersection of Mission Road, Jesse Street, and Myers Street
P-25	Mixed-Use Development (Camden USA)	1525 East Industrial Street	7 story building with 344 live/work units and commercial space
P-26	Active Transportation Program (ATP) Cycle 1/Bicycle and Pedestrian Facilities Connection	Along Mission Street and Myers Street between the Sixth Street Viaduct and Seventh Street	Active transportation elements consisting of sidewalk and bike lane improvements, concrete ADA ramps at intersections, continental striping, and lighting.
P-27	AvalonBay Communities	668 South Alameda Street	475 live/work units and retail space
P-28	Mixed-Use/Industrial & Mateo	676 South Mateo Street	Live/work units and restaurant space
P-29	670 Mesquit	670 Mesquit Street	Office space, residential units, 2 hotels, and retail
P-30	Mixed-Use/7th & Mesquit	2051 East Seventh Street	320 apartment units and restaurant and retail space
P-31	Elm Tree Investments	1800 East Seventh Street	7 story complex with 125 live/work units, retail space, artist production space, green space, and parking

Location	Project Name	Address	Proposed/Developed Use
P-32	Mixed-Use/7th St	2030 East Seventh Street	Office and retail space
P-33	Boutique Hotel/7th & Santa Fe	710 South Santa Fe Avenue	Remodel a vacant fire house into a 10-room hotel with restaurant and retail space
P-34	Mixed-Use/Violet & Mateo	826 South Mateo Street	90 live/work units and retail and restaurant space
P-35	Mixed-Use Development (Violet St)	2143 East Violet Street	13 story building with 509 live/work units and commercial space (Omni Group)
P-36	The Fig Project	2130 East Violet Avenue	Office, retail and restaurant space
P-37	Mixed-Use Development (Tishman Speyer)	2159 East Bay Street	8 story building with offices, retail, and parking spaces
P-38	Mixed-Use Campus	2110 Bay Street	99 apartment units including 11 affordable housing units, and office and retail space
P-39	Mixed-Use/Bay & Mateo	1024 Mateo Street	Apartment units, office, restaurant, retail, and light industrial space
P-40	Los Angeles River Bike Path Gap Closure Project	Along LA River from Elysian valley through Downtown Los Angeles to the City of Vernon	Planned extension of existing segments of the 32-mile greenway proposed in the Los Angeles River Revitalization Master Plan

Source: Kimley-Horn and Associates, Inc., 2018a, City of Los Angeles, 2017

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Development Projects	
Recently Developed	
RD-1	Garey Building
RD-2	Hauser & Wirth
RD-3	Lee & Associates
RD-4	One Santa Fe
RD-5	Fourth & Traction
RD-6	A+D Architecture and Design Museum
RD-7	Edward Hotel Apartments
RD-8	Arts District Park
RD-9	Barker Block Lofts
RD-10	La Kretz Innovation Campus
RD-11	Institute of Contemporary Art
RD-12	Amp Lofts
RD-13	Ford Factory Building
RD-14	Art House Lofts
Under Construction	
UC-1	950 East Third St
UC-2	Metro Arts District Rail Yard
UC-3	Restaurant
UC-4	At Mateo
UC-5	Metro Location 64 Maintenance of Way (MOW) Building
UC-6	Sixth Street Viaduct
UC-7	Hillcrest Mixed-Use
UC-8	Soho Warehouse
UC-9	Rolling Greens
Planned/Proposed	
P-1	2nd and Vignes
P-2	Little Tokyo Galleria Redevelopment
P-3	4th & Hewitt
P-4	Alameda and 4th Lofts
P-5	Mixed-Use Development (4th & S Hewitt)
P-6	Boutique Hotel/4th & Alameda
P-7	Office Building
P-8	Hollenbeck Park Lake Rehabilitation
P-9	Arts District Center
P-10	Arts District Center (Mixed-Use)
P-11	ATP Cycle 2/Boyle Heights Pedestrian Linkages
P-12	Mixed-Use/5th & Seaton
P-13	Mixed-Use Development (Carmel Partners)
P-14	Palmetto Colyton
P-15	Office
P-16	Charter School
P-17	6th at Central
P-18	ATP Cycle 3/Downtown Los Angeles Arts District Pedestrian and Cyclist Safety Project
P-19	Roosevelt High School Comprehensive Modernization Project
P-20	6AM
P-21	Density Bonus
P-22	Office Mixed-Use Complex
P-23	641
P-24	Mission and Jesse Roundabout
P-25	Mixed-Use Development (Camden USA)
P-26	ATP Cycle 1/Bike Ped Facilities Connection
P-27	AvalonBay Communities
P-28	Mixed-Use/Industrial & Mateo
P-29	670 Mesquit
P-30	Mixed-Use/7th & Mesquit
P-31	Elm Tree Investments
P-32	Mixed-Use/7th St
P-33	Boutique Hotel/7th & Santa Fe
P-34	Mixed-Use/Violet & Mateo
P-35	Mixed-Use Development (Violet St)
P-36	The Fig Project
P-37	Mixed-Use Development (Tishman Speyer)
P-38	Mixed-Use Campus
P-39	Mixed-Use/Bay & Mateo
P-40	Los Angeles River Bike Path

Legend

- Project Area
- Project Study Area

Development Projects

- Planned/Proposed
- Recently Developed
- Under Construction

0 500 1,000 1,500 Feet

Source: ESRI 2017.

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FIGURE 2-3: DEVELOPMENT PROJECTS
Sixth Street PARC Project

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and some of the neighborhoods experienced a reduction in services. Boyle Heights has since seen redevelopment projects such as transportation infrastructure improvements and transit extensions, housing developments, and economic revitalization. In response to proposed redevelopment projects, the community has expressed concerns regarding displacement, gentrification, and higher housing costs.The City is in the process of updating the Central City North Community Plan (as part of the Downtown Community Plan) and Boyle Heights Community Plan, in an effort to accommodate future growth projections and respond to growth and development since the plans were last adopted (Los Angeles Department of City Planning, 2017c). The City is also undertaking a comprehensive update to the General Plan in order to address the changing needs of LA's diverse population and geography.

In response to development trends, the City has also proposed and adopted ordinances, policies, and programs to facilitate the development of housing for residents of all income levels (City of Los Angeles, n.d.b). The following ordinances facilitate housing development to meet the City's housing needs include:

- **Affordable Housing Linkage Fee:** The City Council adopted the Affordable Housing Linkage Fee Ordinance (No. 185342) on December 13, 2017. The Affordable Housing Linkage Fee is an initiative that includes the investigation of sources of local funds to be used for building affordable housing for low-income residents. Of interest are collecting fees from commercial and market-rate residential development.
- **Transit Oriented Communities Affordable Housing Incentive Program:** This program, which became effective on September 22, 2017, provides incentives and requirements for including affordable units within all new residential projects.
- **Density Bonus Program:** The Density Bonus Program is a state-mandated program that was approved by the City on February 28, 2008. The program allows housing developers to build a greater number of units beyond allowable density provided they meet certain citywide housing needs (e.g., allocating a percentage of affordable housing units, providing senior housing, or donating land for housing).
- **Small Lot Ordinance:** The Small Lot Ordinance (No. 176354) was established in 2005. This ordinance allows underutilized land in multi-family and commercial areas to be subdivided for small lot homes.
- **Residential Accessory Services (RAS) Zones:** RAS zones, adopted by the City Council in December 2002, allow exceptions (e.g., increased floor area/height and reduced setback requirements) for residential or mixed-use projects constructed within commercial and transportation corridors.
- **Adaptive Reuse Ordinance:** This ordinance, approved in 1999 for Downtown Los Angeles, waives building and zoning requirements for developments that convert underutilized buildings, including historic buildings, into housing.

Many of these ordinances aim to encourage or incentivize the development of affordable housing units. In addition, the City has introduced policies to protect and/or facilitate the development of special needs housing (i.e., homeless shelters, eldercare facilities, residential hotels, and equal access housing for the disabled (City of Los Angeles, n.d.b).

Many factors contribute to the character and economy of a neighborhood, including its demographics, businesses, local land use regulations, and the built and natural environments. The City's investments in better infrastructure, open spaces, and other public amenities, such as revitalization of the LA River, also play a role in improving or preserving local economies and quality of life (City of Los Angeles, 2016c). As higher-income people become interested in living and working in urban areas, gentrification has affected cities across the nation and neighborhoods across the City.

Land and building values adjust to changing demographics, preferences, and levels of investment, with increasing values leading to economic benefits for landowners, but potential displacement of existing renters. Residential tenants can face pressure to vacate leased properties. City regulations do not currently offer protections for renters residing in single-family homes, but many residents in multi-family housing are protected by the Rent Stabilization Ordinance (RSO) (City of Los Angeles, 2016c).

The RSO applies to any property with two or more units built before 1978, representing approximately 80 percent of the City's multi-family rental housing. The ordinance limits annual rent increases to approximately three percent, prohibits evictions without just cause, provides for significant relocation payments under some circumstances, and offers a number of other protections to tenants (City of Los Angeles, 2016c).

In the short-term, the City is focused on ensuring that landlords and tenants are aware of their rights and responsibilities under the RSO and that the ordinance is being adequately enforced. In the long-term, the City is actively building its Affordable Housing Trust Fund, evaluating land use tools that can help create and preserve affordable housing, and providing RSO exemptions for newly constructed housing that includes at least 20 percent affordable housing units (City of Los Angeles, 2016c).

2.3.2 Environmental Consequences

2.3.2.1 Construction Impacts

During construction of the proposed Project, new homes and businesses would not be established. Construction workers would likely be hired from the local area and commute to the job site on a daily basis, rather than relocate from more distant areas. Construction workers would be present for a temporary period of time and are not expected to contribute to population growth in the Project Area.

Construction activities for the proposed Project would be limited to the construction site in a heavily developed industrial and commercial area and would not result in the extension of roads or other infrastructure to undeveloped areas. Direct and indirect population growth from construction of the proposed Project is not anticipated.

2.3.2.2 Operational Impacts

Operation of the proposed Project does not include the establishment of new homes, or the extension of roads or infrastructure to undeveloped areas. The proposed Project may include one or more office/community/concession building(s); however, there are limited business sites available within the proposed park. Therefore, the proposed Project is not expected to directly induce substantial population growth. In addition, the proposed Project would only offer limited opportunities for employment. Therefore, the proposed Project is not expected to result in a substantial increase in in-migrants (i.e., people relocating into the area from some other more distant location).

The proposed Project includes transportation infrastructure, including pedestrian and bicycle paths that would provide connections to the existing street network and the Los Angeles River. Because the areas surrounding the River are already highly developed, the proposed Project would not result in the extension of roads or infrastructure to undeveloped areas. Therefore, the proposed Project is not expected to result in indirect unplanned growth.

The proposed Project would attract visitors to the Project Area because of the proposed public amenities (e.g., public gathering/assembly areas, recreational courts and fields, etc.), which could attract developers and businesses to the Project Area. This could potentially induce population, housing, and employment growth in the Project Area, thereby accelerating development in the Central City North and Boyle Heights Community Plan areas. However, the Project Area is already densely developed, and there are relatively few business sites available. Opportunities for development would be primarily limited to infill development (i.e., the development of vacant or under-used parcels in existing urban areas).

Though implementation of the proposed Project could induce a small amount of growth, the proposed Project does not have the potential to result in growth that would otherwise not occur. The City is in the process of updating elements of the General Plan, including the Central City North and Boyle Heights Community Plans. These updates are intended to ensure that the City meets the demands associated with population, housing, and employment growth. Any proposed development in proximity to the Project Area would be consistent with the City's General Plan.

There is no housing in the portion of the Project Area east of the LA River and minimal housing in the portion of the Project Area west of the LA River, though there are several residences that border the northeast and southeast boundaries of the Project Area. To minimize effects on existing residents within and in proximity to the Project Area (i.e., higher rents and displacement), the City has adopted ordinances and policies that facilitate the development of housing for residents of all income levels and address the City's housing needs. As discussed in Section 2.3.1.5, plans to facilitate housing development include, but are not limited to, the TOC Affordable Housing Incentive Program, density bonus program, Adaptive Reuse Ordinance, and zoning changes (City of Los Angeles, n.d.b). Many of these plans aim to encourage or incentivize the development of affordable housing units to combat the potential for displacement of low-income communities caused by population growth.

2.3.3 Best Management Practices

There are no BMPs related to Population and Housing.

2.3.4 Mitigation Measures

No mitigation measures related to Population and Housing would be required.

Chapter 3
Community Facilities and Services

The following sections describe impacts to community facilities and services that contribute to, or result from physical impacts on the environment.

3.1 Public Services

3.1.1 Affected Environment

3.1.1.1 Community Facilities

There are no community facilities in the Project Area. However, there are several community facilities within a half-mile buffer of the Project Area, including community centers, government offices, hospitals and medical centers, schools, and religious institutions. These community facilities are listed in **Table 3-1** and shown on **Figure 3-1**, Community Facilities.

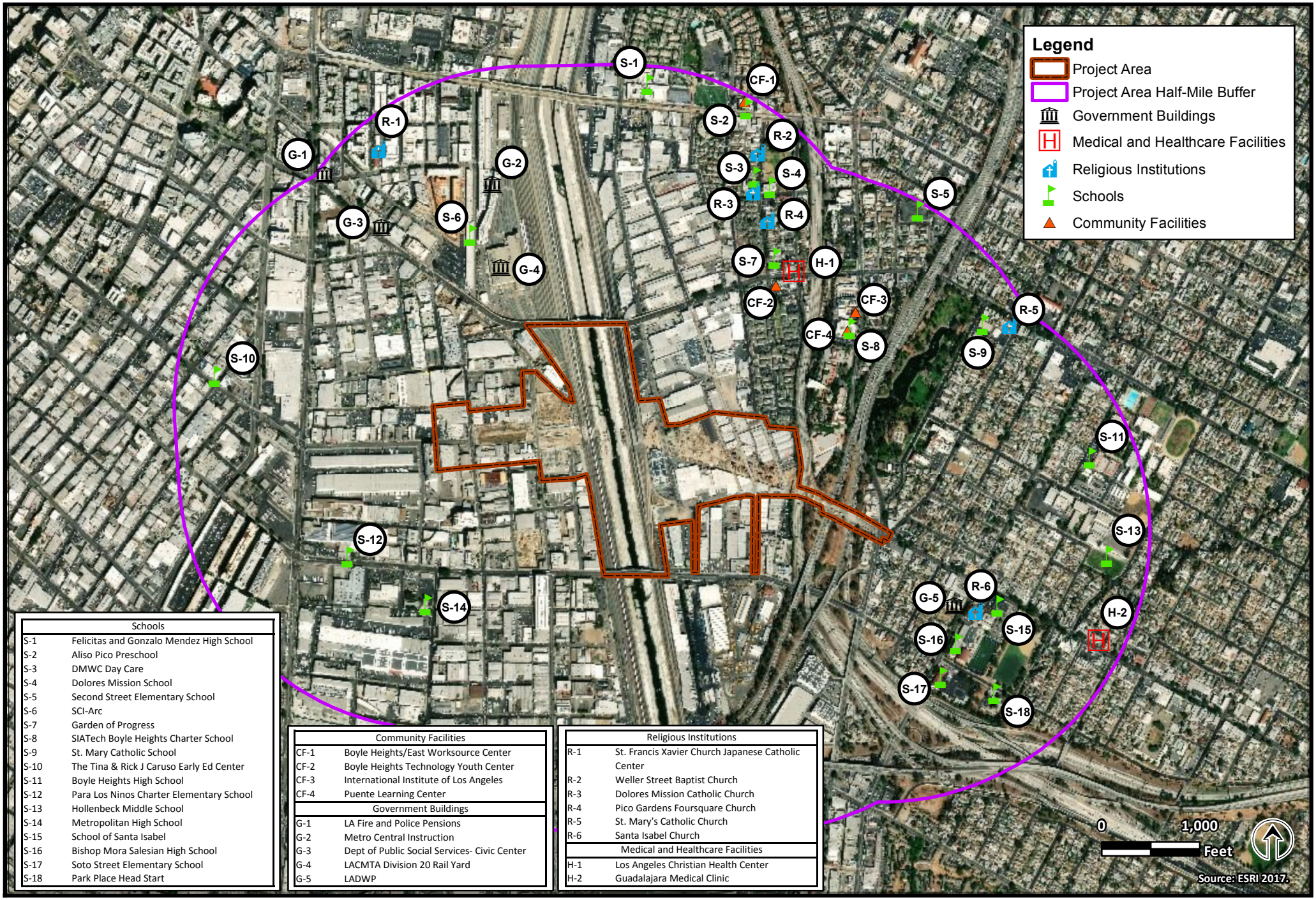
Table 3-1: Community Facilities

Location	Property Name	Address	Description	Owner/Operator
Community Centers				
CF-1	Boyle Heights/East WorkSource Center	1505 East First Street in Los Angeles	A resource for job seekers and employers, by offering resources like career counseling, resume writing, computers, job fairs, recruitment services, business analysis, and technical assistance	Los Angeles County Workforce Development Board
CF-2	Boyle Heights Technology Youth Center	1600 East Fourth Street in Los Angeles	The center offers academic assistance, job training, vocational training referrals, recreation activities, mentoring, and leadership development for community youth	Community Development Department with the City of Los Angeles
CF-3	International Institute of Los Angeles	435 South Boyle Avenue in Los Angeles	Provides social service support to new immigrants and low-income individuals and families	Social service organization
CF-4	PUENTE Learning Center	501 South Boyle Avenue in Los Angeles	Provides educational resources for children, youth, and adults from East Los Angeles and neighboring communities	Social service organization

Location	Property Name	Address	Description	Owner/Operator
Government Offices				
G-1	Los Angeles Fire and Police Pensions	701 East Third Street, #200, in Los Angeles	Office assists with and manages pensions for the City's police and fire employees	City of Los Angeles
G-2	Metro Central Instruction	1 North Santa Fe Ave in Los Angeles	Office for Metro Operations	LACMTA
G-3	Department of Public Social Services- Civic Center	813 East Fourth Place in Los Angeles	Provides various social service assistance to the public	County of Los Angeles
G-4	LACMTA Division 20 Rail Yard	320 South Santa Fe Avenue in Los Angeles	Fleet services maintenance facility	LACMTA
G-5	Los Angeles Department of Water and Power	919 South Soto Street in Los Angeles	Ensures the water and power needs of residents in Los Angeles are met	LADWP
Hospitals and Medical Centers				
H-1	Los Angeles Christian Health Center	1625 East Fourth Street in Los Angeles	Medical Clinic	Private
H-2	Guadalajara Medical Clinic	2705 Whittier Boulevard in Los Angeles	Medical Clinic	Private
Schools				
S-1	Felicitas and Gonzalo Mendez High School	1200 Plaza Del Sol East in Los Angeles	High school	Los Angeles Unified School District
S-2	Aliso Pico Preschool	1505 East First Street in Los Angeles	Preschool	Private
S-3	DMWC Day Care	157 South Gless Street in Los Angeles	Day care center	Private
S-4	Dolores Mission School	170 South Gless Street in Los Angeles	Kindergarten through seventh grade	Private

Location	Property Name	Address	Description	Owner/Operator
S-5	Second Street Elementary School	1942 East Second Street in Los Angeles	Elementary school	Los Angeles Unified School District
S-6	Southern California Institute of Architecture	960 East Third Street in Los Angeles	Undergraduate, graduate, and postgraduate degrees	Private
S-7	Garden of Progress Head Start	360 South Gless Street in Los Angeles	Day care center	Private
S-8	SIATech Boyle Heights Charter School	501 South Boyle Avenue in Los Angeles	Ages sixteen to 24 years	Public charter school
S-9	St. Mary Catholic School	416 South Street Louis Street in Los Angeles	Kindergarten through eighth grade	Catholic- private
S-10	The Tina & Rick J. Caruso Early Education Center	845 East Sixth Street in Los Angeles	Day care center and preschool	Para Los Ninos
S-11	Boyle Heights High School	544 South Matthews Street in Los Angeles	High school	Los Angeles Unified School District
S-12	Para Los Ninos Charter Elementary School	1617 East Seventh Street in Los Angeles	Elementary school	Para Los Ninos
S-13	Hollenbeck Middle School	2510 East Sixth Street in Los Angeles	Middle school	Los Angeles Unified School District
S-14	Metropolitan High School	727 Wilson Street in Los Angeles	High school	Los Angeles Unified School District
S-15	School of Santa Isabel	2424 Whittier Blvd in Los Angeles	Kindergarten through eighth grade	Christian- private
S-16	Bishop Mora Salesian High School	960 South Soto Street in Los Angeles	High school	Private

Location	Property Name	Address	Description	Owner/Operator
S-17	Soto Street Elementary School	1020 South Soto Street in Los Angeles	Elementary school	Los Angeles Unified School District
S-18	Park Place Head Start	2630 Seventh Street in Los Angeles	Day care center	Private
Religious Institutions				
R-1	St. Francis Xavier Church -Japanese Catholic Center	222 South Hewitt Street in Los Angeles	Religious organization	Private
R-2	Weller Street Baptist Church	129 South Gless Street in Los Angeles	Religious organization	Private
R-3	Dolores Mission Church	320 South Gless Street in Los Angeles	Religious organization	Private
R-4	Pico Gardens Foursquare Church	320 South Gless Street in Los Angeles	Religious organization	Private
R-5	St. Mary's Catholic Church	407 South Chicago Street in Los Angeles	Religious organization	Private
R-6	Santa Isabel Church	918 South Soto Street in Los Angeles	Religious organization	Private



Schools	
S-1	Felicitas and Gonzalo Mendez High School
S-2	Aliso Pico Preschool
S-3	DMWC Day Care
S-4	Dolores Mission School
S-5	Second Street Elementary School
S-6	SCI-Arc
S-7	Garden of Progress
S-8	SIATech Boyle Heights Charter School
S-9	St. Mary Catholic School
S-10	The Tina & Rick J Caruso Early Ed Center
S-11	Boyle Heights High School
S-12	Para Los Ninos Charter Elementary School
S-13	Hollenbeck Middle School
S-14	Metropolitan High School
S-15	School of Santa Isabel
S-16	Bishop Mora Salesian High School
S-17	Soto Street Elementary School
S-18	Park Place Head Start

Community Facilities	
CF-1	Boyle Heights/East Worksource Center
CF-2	Boyle Heights Technology Youth Center
CF-3	International Institute of Los Angeles
CF-4	Puente Learning Center
Government Buildings	
G-1	LA Fire and Police Pensions
G-2	Metro Central Instruction
G-3	Dept of Public Social Services- Civic Center
G-4	LACMTA Division 20 Rail Yard
G-5	LADWP

Religious Institutions	
R-1	St. Francis Xavier Church Japanese Catholic Center
R-2	Weller Street Baptist Church
R-3	Dolores Mission Catholic Church
R-4	Pico Gardens Foursquare Church
R-5	St. Mary's Catholic Church
R-6	Santa Isabel Church
Medical and Healthcare Facilities	
H-1	Los Angeles Christian Health Center
H-2	Guadalajara Medical Clinic

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FIGURE 3-1: COMMUNITY FACILITIES
Sixth Street PARC Project

3.1.1.2 Police Protection

Police protection services and law enforcement are provided by the Los Angeles Police Department (LAPD), which operates 18 stations throughout the City within the Central, South, West, and Valley Bureaus. The Project Area is within the Central Bureau and is served by the Central Division of the LAPD to the west of the Los Angeles River, and the Hollenbeck Division to the east of the Los Angeles River. There are no police stations within the Project Study Area. There are two police stations located just outside the half-mile buffer area, which are listed in **Table 3-2** (see **Figure 3-2**, Emergency Services)**.**

Table 3-2: Police Stations

Location	Property Name	Address	Distance from Project Area
PD-1	Los Angeles Police Department Central Community Police Station	215 East Sixth Street in Los Angeles	Approximately 0.8 miles northwest of Project Area
PD-2	Los Angeles Police Department Hollenbeck Community Police Station	211 East First Street in Los Angeles	Approximately 0.9 miles northwest of Project Area

The Project Area experiences minor delays in emergency response times due to the existing construction site and closure of the Viaduct as part of the Viaduct Replacement Project. As part of the Viaduct Replacement Project, a Work Area Traffic Control Plan and Traffic Management Plan were developed to provide alternate traffic detour routes, construction materials hauling routes, bus stops, transit routes and operation hours, pedestrian routes, and residential and commercial access routes for the construction period. Because the Project Area is currently a construction site with restricted public access, existing LAPD service demands are minimal.

3.1.1.3 Fire Protection

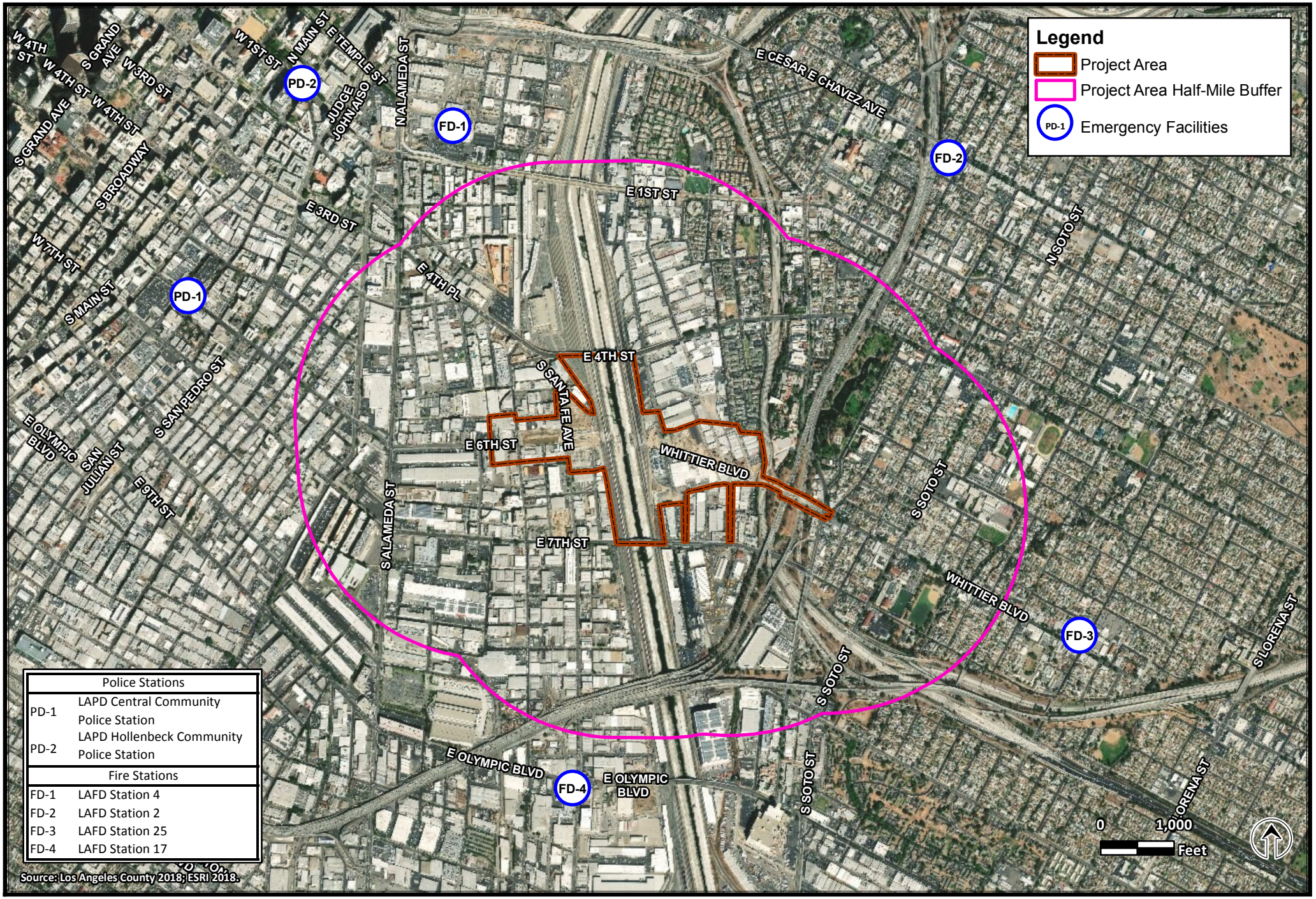
The Los Angeles City Fire Department (LAFD) provides fire prevention and suppression services, as well as emergency medical services, within the City. The LAFD operates three divisions, which include 18 battalions and over 100 fire stations. The Project Area is served by Battalion 1 of the Central Bureau of the LAFD. There are no fire stations within the Project Study Area. There are four fire stations located just outside of the Project Study Area, which are listed in **Table 3-3** (see **Figure 3-2**)**.** The average operational response times for emergencies in 2017 are also included on **Table 3-3** (Los Angeles Fire Department, 2017)**.**

As discussed in Section 3.1.1.2, the Project Area experiences minor delays in emergency response times due to the existing construction site and closure of the Viaduct as part of the Viaduct Replacement Project. Because the Project Area is currently a construction site for the Viaduct Replacement Project, construction activities are required to incorporate LAFD recommendations and comply with applicable standards and permits, including Fire Code requirements regarding fire department access, response distances, and fire-flow. Therefore, existing fire protection demands are minimal.

Table 3-3: Fire Stations

Location	Property Name	Address	Distance from Project Area	2017 Response Times (minutes, seconds)
FD-1	Los Angeles Fire Department Station 4	450 East Temple Street in Los Angeles	Approximately 0.6 miles northwest of Project Area	EMS: 6 mins, 19 secs Non-EMS: 6 mins, 3 secs Critical ALS: 5 mins, 30 secs Structure Fire: 4 mins, 24 secs
FD-2	Los Angeles Fire Department Station 2	1962 East Cesar Chavez Avenue in Los Angeles	Approximately 0.9 miles northeast of Project Area	EMS: 6 mins, 24 secs Non-EMS: 6 mins, 11 secs Critical ALS: 5 mins, 33 secs Structure Fire: 4 mins, 40 secs
FD-3	Los Angeles Fire Department Station 25	2927 Whittier Boulevard in Los Angeles	Approximately 0.7 miles southeast of Project Area	EMS: 6 mins, 46 secs Non-EMS: 6 mins, 29 secs Critical ALS: 6 mins, 8 secs Structure Fire: 3 mins, 45 secs
FD-4	Los Angeles Fire Department Station 17	1601 South Santa Fe Avenue in Los Angeles	Approximately 0.7 miles south of Project Area	EMS: 6 mins, 38 secs Non-EMS: 6 mins, 31 secs Critical ALS: 5 mins, 35 secs Structure Fire: 5 mins, 19 secs

Notes: mins = minutes, secs = seconds, EMS = Emergency Medical Services, ALS = Advanced Life Support
Source: Los Angeles Fire Department, 2017



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FIGURE 3-2: EMERGENCY SERVICES
Sixth Street PARC Project

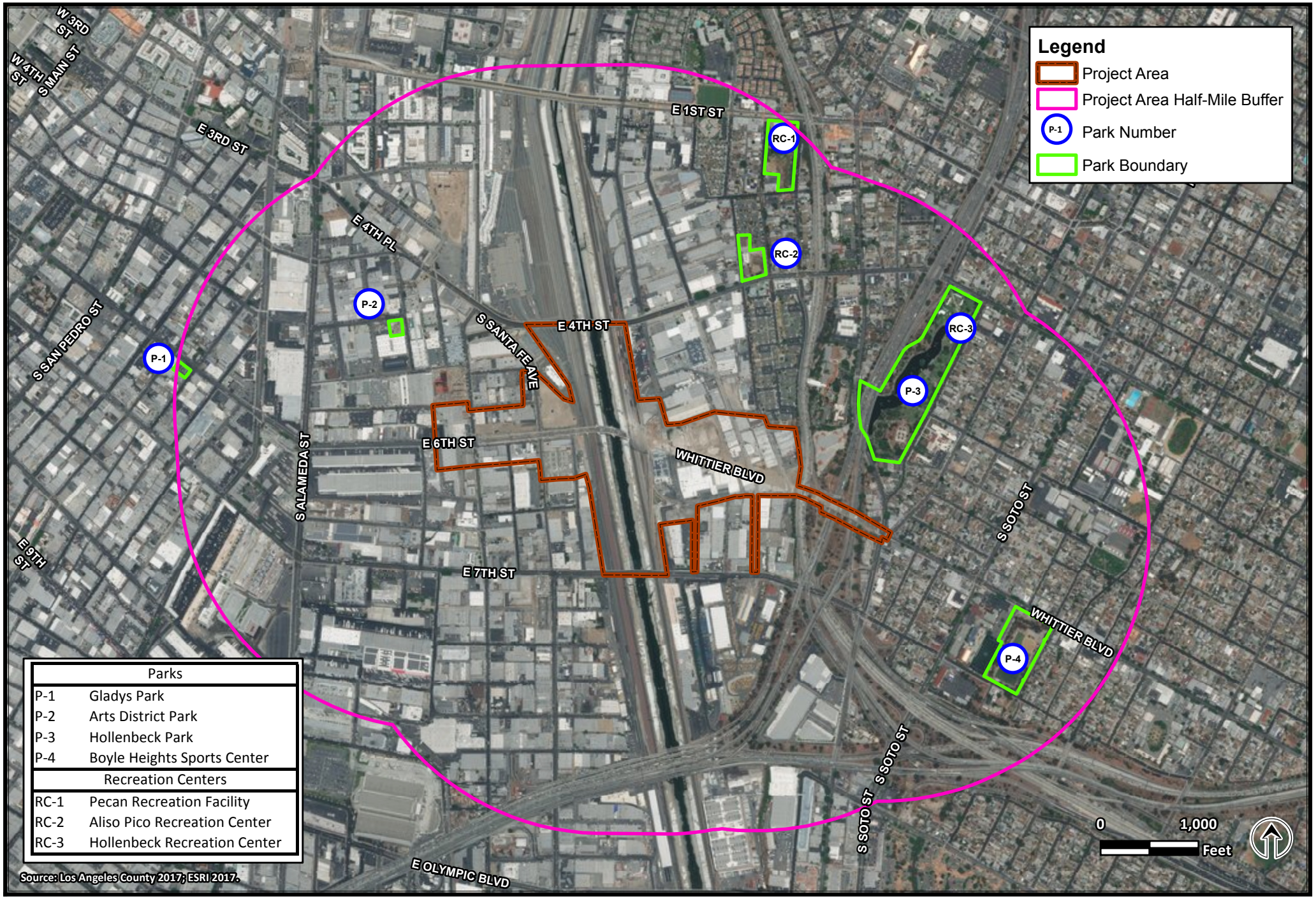
3.1.1.4 Recreation and Parks

The City's parks system includes more than 16,000 acres of parkland, with recreational, social, and cultural programs offered at 444 park sites in the City's neighborhoods. The Project Area is primarily commercial and industrial, and no existing parks or recreation centers are in the Project Area. The parks and recreation centers within the half-mile buffer around the Project Area are listed in **Table 3-4** (see **Figure 3-3**, Parks and Recreation Centers).

Table 3-4: Parks and Recreation Centers

Location	Property Name	Address	Distance from Project Area	Owner/Operator	Amenities
Parks					
P-1	Gladys Park	East Sixth Street and Gladys Avenue in Los Angeles	0.49 mile west of Project Area	City of Los Angeles, Department of Recreation and Parks	Basketball Courts (Unlighted/Outdoor), Outdoor Gym, Picnic Tables
P-2	Arts District Park	501 South Hewitt Street in Los Angeles	0.15-mile northwest of Project Area	City of Los Angeles, Department of Recreation and Parks	Children's Play Area, Picnic Area
P-3	Hollenbeck Park	415 South Street Louis Street in Los Angeles	0.25-mile northeast of Project Area	City of Los Angeles, Department of Recreation and Parks	Barbeque Pits, Children's Play Area, Picnic Tables, Lake, Bridge
P-4	Boyle Heights Sports Center	933 South Mott Street in Los Angeles	0.30 mile southeast of Project Area	City of Los Angeles, Department of Recreation and Parks	Barbecue Pits, Baseball Diamond, Basketball Courts, Children's Play Area, Community Room, Picnic Tables, Track Field, Jogging Path, Multipurpose Sports Field, Synthetic Field

Location	Property Name	Address	Distance from Project Area	Owner/Operator	Amenities
Recreation Facilities					
R-1	Pecan Recreation Facility	145 South Pecan Street in Los Angeles	0.54-mile northeast of Project Area	City of Los Angeles, Department of Recreation and Parks	Basketball Courts, Children's Play Area, Community Room, Handball Courts, Picnic Tables, Restrooms, Seasonal Pool, Volleyball Courts, Multipurpose Sports Field, Baseball Diamond
R-2	Aliso Pico Recreation Center	370 South Clarence Street in Los Angeles	0.30-mile northeast of Project Area	Los Angeles Parks Foundation	Children's Play Area, Auditorium, Basketball Courts, Indoor Gym, Volleyball Courts, Baseball Diamond, Tennis Courts, Community Room, Computer Labs, Cultural Educational Facility, Kitchens, Multi-Purpose Sports Field (with youth-sized ball diamond), Music Room
R-3	Hollenbeck Recreation Center	415 South Street Louis Street in Los Angeles	0.38-mile northeast of Project Area	City of Los Angeles, Department of Recreation and Parks	Auditorium, Barbecue Pits, Children's Play Area, Community Room, Picnic Tables, Bandshell, Kitchen, Outdoor Fitness Equipment, Preschool



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FIGURE 3-3: PARKS AND RECREATION CENTERS
Sixth Street PARC Project

The Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment, initiated by the Los Angeles County Department of Parks and Recreation, evaluated existing facilities within individual study areas to determine levels of need for additional parks (Los Angeles County Department of Parks and Recreation, 2016). According to the assessment, the Boyle Heights and Central City North Community Plan areas demonstrate a higher need for parks than Los Angeles County as a whole. The results of the assessment are summarized in **Table 3-5**.

Table 3-5: Parks and Recreation Needs Assessment

Location	Percent of Population (%)	
	High Need	Very High Need
Los Angeles County	28	23
Boyle Heights Community Plan	44	50
Central City North Community Plan	30	35

Source: Los Angeles County Department of Parks and Recreation, 2016

3.1.2 Environmental Consequences

3.1.2.1 Construction Impacts

Fire Protection

Because the Project Area is already a construction site, impacts on fire protection services from proposed construction activities are anticipated to be similar to the existing condition. During construction of the proposed Project, hazards associated with construction sites, such as the operation of mechanical equipment and use of flammable materials, would increase the risk of personal injury and fires. However, construction contractors and workers would be required to comply with mandatory Occupational Safety and Health Administration (OSHA) and California Occupational Safety and Health Administration (Cal/OSHA) regulations to minimize these hazards. The proposed Project would comply with the Los Angeles Building Code to ensure that proper safeguards to protect construction site workers, pedestrians, and neighboring properties are in place.

During construction, lane or road closures and the movement of construction equipment on local roads could affect fire protection services, such as emergency vehicle response. However, these impacts would be temporary and would not result in lasting effects. Construction-related trips can be scheduled with increased frequency during off-peak hours to minimize congestion that could delay emergency vehicles. Temporary detour routes would also be provided to minimize delays to emergency vehicles. In addition, the nearest LAFD responders would be notified to coordinate emergency response routing during construction. Despite road or lane closures, emergency vehicles would continue to have the right-of-way, and emergency vehicle response would not be substantially affected. In addition, the proposed Project would be required to comply with Los Angeles Fire Code standards to ensure that access to fire hydrants and fire lanes is provided.

Project construction would require the removal of contaminated soils, and the use of materials that could be hazardous (e.g., paints, sealants, cement). 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 provisions of the LAFD, Hazardous Materials Unit, which include requirements for the use and storage of hazardous materials (see Section 4.2 for additional details).

During construction of the proposed Project, the construction of additional facilities is not expected to be required to maintain acceptable service ratios, response times, or other performance objectives for fire protection.

Police Protection

Because the Project Area is already a construction site, impacts on police protection services from proposed construction activities are anticipated to be similar to the existing condition. During construction, lane or road closures and the movement of construction equipment on local roads could affect police protection services. However, these impacts would be temporary and would not result in lasting effects. In addition, the nearest LAPD station would be notified to coordinate emergency response routing during construction. Despite road or lane closures, law enforcement vehicles would continue to have the right-of-way, and police response would not be substantially affected.

During construction of the proposed Project, the construction of additional facilities is not expected to be required to maintain acceptable service ratios, response times, or other performance objectives for police protection.

During construction, the Project Site would be fenced and screened, and access would be controlled to deter theft, vandalism, and other crimes. In addition, the contractor would provide private security personnel to patrol and guard the site after work hours. If any traffic control plans are needed during construction, the nearest local police station would be notified to coordinate emergency response routing.

Parks

The proposed Project does not include the construction of housing, and construction workers would commute to the job site on a daily basis. Therefore, temporary construction of the proposed Project would not result in population growth that would increase the number of visitors to existing parks or other recreational facilities. Because construction of the proposed Project would not affect the usage of parks in the Project Study Area, the deterioration of existing facilities is not anticipated to occur or be accelerated.

The Arts District Park, located approximately 0.15 mile from the Project Area, is the closest park to the areas where construction activities and staging would occur. Based on distance, construction of the proposed Project is not expected to deter visitors from using any of the parks or recreational facilities in the Project Study Area (listed in **Table 3-4**), nor would construction increase usage of these facilities.

3.1.2.2 Operational Impacts

Fire Protection

The proposed Project would not include the construction of housing that would increase the population within the Project Study Area. However, the open space, recreational facilities, and events hosted in the park would increase traffic and visitors in the Project Study Area when compared to the existing construction site. Therefore, the demand for LAFD services would potentially increase. Project plans would be reviewed by the LAFD, and the final design of the proposed Project would be required to incorporate LAFD recommendations. In addition, fire prevention measures would be incorporated into building plans in accordance with the California Fire Code and City's Fire Code. The proposed Project would also be evaluated based on whether adequate access and any special equipment is provided onsite for firefighters.

Proposed programming for the park includes large events with an estimated maximum capacity of up to 5,000 people. For larger events, the proposed Project may require additional emergency services. However, large events would require approval from the LAFD, and any additional permits or requirements from the LAPD, Department of City Planning, and Department of Public Works.

Because the proposed Project would attract visitors to the Project Study Area, additional traffic could result in minor impacts to service ratios or response times. The *Traffic Impact Analysis* (Kimley-Horn and Associates, Inc., 2019a) prepared for the proposed Project identifies two intersections (Hewitt Street at Fourth Street and Santa Fe Avenue at Third Street) that would operate at LOS F during the PM peak hour in Existing (2018) With Project Conditions. However, the LOS at these intersections is expected to improve with implementation of the proposed Project, when compared to the LOS for the existing industrial land use (see Section 3.3 for additional discussion).

During large events, the LOS at these two intersections would also operate at LOS F during the PM peak hour. By implementing a site-specific traffic control plan for large events (see Section 3.3), impacts to service ratios or response times would be minimized. Mitigation measures to promote alternate modes of transportation, such as the creating mobility and bike share hubs, creating rideshare zones, and analyzing potential locations for creating and expanding public transportation in the vicinity of the proposed Project Site would be implemented to further minimize impacts due to traffic during large events (see **MM-TRANS-1**, **MM-TRANS-2**, **MM-TRANS-3**, and **MM-TRANS-4** in Section 3.3.5).

The proposed Project would not be located in a fire hazard 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 would not require services that would exceed the capacity of LAFD to serve the site or surrounding areas.

Project operation would require the minor use of materials that could be hazardous, such as paint for the sports field(s), pesticides and fertilizers for the landscaping, and other materials used for maintenance of the facilities. 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 provisions of the LAFD, Hazardous Materials Unit, which include requirements for the use and storage of hazardous materials (see Section 4.2 for additional details).

The proposed Project would incorporate LAFD recommendations and comply with applicable standards and permits, including Fire Code requirements regarding fire department access, response distances, and fire-flow. Therefore, the proposed Project is not expected to result in the need for the expansion of or construction of new fire protection facilities.

Police Protection

The proposed Project would not include the construction of housing that would increase the population within the Project Study Area. However, the open space, recreational facilities, and events hosted in the park would increase traffic and visitors in the Project Study Area when compared to the existing condition. Because the proposed Project would increase the number of people in the Project Area, the demand for LAPD services could potentially increase. Project plans would be reviewed by the LAPD, and the proposed Project would be required to incorporate LAPD recommendations in the final design.

Proposed programming for the park includes large events with an estimated maximum capacity of 5,000 people. For larger events, the proposed Project may require additional security and law enforcement services. Large events would require approval from the LAPD, and any additional permits or requirements from the LAFD, Department of City Planning, and Department of Public Works. By incorporating LAPD recommendations and complying with applicable permits, the proposed Project is not expected to result in the need for the expansion of or construction of new police protection facilities.

The proposed Project would conform to the California Building Code, which establishes the minimum construction, engineering, and safety requirements for new buildings. In addition, the proposed Project includes lighting along the park's perimeter and sidewalks, and at the playgrounds, performance stages, and sports fields. Park lighting would be limited to the proposed operating hours (between 5:00 a.m. and 10:30 p.m.) and would be consistent with the City's Municipal Code and River Improvement Overlay (RIO) Ordinance (Ordinance Number 183145). The lighting would meet the following requirements to improve visibility near roadways and in dark areas, increase the sense of security for park users, and deter crime (Horton Lees Brogden Lighting Design, 2018):

- Provide adequate vertical illuminance to identify a face from a distance of at least 30 feet;
- Be uniform throughout the Project Site to reduce the necessity for eye adjustment when scanning or using the area;
- Minimize glare that would result in annoyance, discomfort, or loss in visibility; and
- Provide uniform vertical illuminance to minimize shadows.

There are several streets that bisect the park (i.e., Santa Fe Avenue, Mesquit Street, Mission road, Anderson Street, and Clarence Street), which could result in safety hazards from oncoming motorists for visitors traveling throughout the park. Raised pedestrian crosswalks would be provided at these intersections to increase safety and visibility for pedestrians and bicyclists. In addition, the eastern end of the proposed Arts Plaza and the western end of the proposed East Park border several railroad tracks. Existing fencing separates the railroad tracks from the proposed Project Site, minimizing risks to public safety and security. With the safety features described above, the proposed Project is not expected to increase the demand for police services.

Recreation and Parks

One of the objectives of the proposed Project is to serve the open space and recreational needs of surrounding communities. By converting an existing construction zone into approximately 13 acres of public recreational space, the proposed Project would increase the number of park acres available to residents in the Project Study Area. In addition, the proposed Project would serve communities that were determined to have a "high" or "very high" need for parks in the Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment.

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 a construction zone located in a highly developed urban environment, the proposed Project would not result in the destruction of natural environment or alteration of landforms that would have physical impacts on the environment. Rather, the proposed Project would improve the natural environment by remediating hazardous soils to standards acceptable by LACoFD and providing more open space.

The proposed Project would not result in population growth or substantial employment growth that would increase the demand for existing parks or other recreational facilities in the Project Area. In addition, the proposed Project would provide additional recreation and park services that may alleviate the demand for other existing parks and recreational facilities in the vicinity of the Project Area.

3.1.3 Best Management Practices

There are no BMPs for Public Services. With implementation of the BMPs identified in Section 3.3 (Transportation and Traffic), impacts associated with delays to emergency vehicles would be avoided or minimized.

3.1.4 Mitigation Measures

There are no mitigation measures for Public Services. The mitigation measures identified in Section 3.3 (Transportation and Traffic) address impacts associated with traffic concerns. As discussed in Section 3.3, traffic control plans for large events shall identify emergency services egress and access.

3.2 Utilities and Service Systems

3.2.1 Affected Environment

Descriptions of the utilities in the Project Area are based on the information in the Final Environmental Impact Report/Environmental Impact Statement for the Viaduct Replacement Project (California Department of Transportation and City of Los Angeles, 2011).

3.2.1.1 Energy

Electricity is supplied to the Project Area by the LADWP. LADWP operates 22 generation plants with a total capacity of approximately 7,640 megawatts. The department's energy supply comes from a variety of energy sources, including renewable sources, natural gas, nuclear, hydroelectric, and coal (Los Angeles Department of Water and Power, 2013).

LADWP owns and operates several overhead and underground transmission and distribution lines in the Project Area. The transmission line system is within the LADWP TLRW along the east and west banks of the LA River. There are several 230-kilovolt (kV) underground transmission lines that run along the frontage roads north and south of Sixth Street between Mateo Street and Santa Fe Avenue. In addition, there are several power poles along these frontage roads that support 34.5-kV overhead electrical transmission lines. There are four transmission towers within the vicinity of the Viaduct, with electrical conduits and overhead lines following the same alignment as the transmission lines. There are also overhead lines running along the streets perpendicular to Sixth Street throughout the Project Area.

The Southern California Gas Company (SoCalGas) provides natural gas to the City. SoCalGas is the nation's largest distributor of natural gas, serving 21.6 million consumers over 20,000 square miles throughout Central and Southern California (Southern California Gas Company, n.d.). Within the Project Area, there is a 6-inch line running along the southern Sixth Street frontage road and a 4-inch line running along the northern Sixth Street frontage road, extending from Mateo Street to South Santa Fe Avenue. There are other gas lines under the streets perpendicular to Sixth Street throughout the Project Area (i.e., Mateo Street, Imperial Street, Santa Fe Avenue, Mesquit Street, Mission Road, Anderson Street, and Clarence Street).

3.2.1.2 Water and Wastewater

LADWP provides water services within the Project Area. The primary sources of water include Los Angeles Aqueducts, local groundwater, and water purchased from the Metropolitan Water District of Southern California (MWD). The MWD delivers the purchased water to the area via the Colorado River Aqueduct and the State Water Project's California Aqueduct (Los Angeles Department of Water and Power, 2013).

The existing active water lines in the Project Area run along the Sixth Street frontage roads, including an 8-inch line on the north frontage road and 8-inch lines on the south frontage road. There is also an 8-inch abandoned water line along the north and south frontage roads that terminates at Santa Fe Street, as well as an abandoned 36-inch water line directly underneath the Viaduct. These lines run eastbound from Mateo Street to Mesquit Street. In addition, there are several active water lines perpendicular to Sixth Street at Santa Fe Avenue (8-inch), Mission Road (8-inch), Anderson Street (8-inch), and Clarence Street (6-inch).

The City's Department of Public Works, Bureau of Sanitation (LA Sanitation), provides the sewer services in the Project Area. LA Sanitation operates over 6,700 miles of public sewers and four water reclamation plants with a service population of approximately 4 million people (LA Sanitation, 2017a).

There are 10 active sewer lines in the Project Area, which include the following lines: The portion of the Project Area west of the LA River channel includes a line that runs along the north frontage road (8-inch); one line along the south frontage road (8-inch) from Mateo Street to Santa Fe Avenue that connect to a main sewer line at Santa Fe Avenue (36-inch); an abandoned sewer line underneath the Viaduct from Mateo Street to Santa Fe Avenue (8-inch). There are also two 36-inch sewer lines within the proposed Arts Plaza. The portion of the Project Area east of the LA River channel includes large sewer pipes at Mission Road (63-inch and 96-inch), Anderson Street (10-inch), and Clarence Street (12-inch). All of these lines flow in a southerly direction.

3.2.1.3 Storm Drains

The Project Area includes stormwater drain inlets and underground pipes, which are owned and operated by the City. Stormwater flows originating from the Project Area typically discharge into the LA River. The LA River Channel is maintained by USACE and the underlying drainage network is maintained by the City (Los Angeles County Department of Public Works, n.d.).

Under the Viaduct and west of the LA River, there are two recently constructed stormwater drain lines (18- and 24-inch diameter) that drain the new Viaduct approach. These lines discharge into an existing drain (36-inch) which is tributary to the 97-inch stormwater drain sewer Number 3.

The industrial area north of the Viaduct and east of the LA River is served by lines running along Mission Road (30-inch), Clarence Street (42-inch), and between Mission Road and Anderson Street (15-inch/18-inch). These lines discharge into a 62-inch trunk line at Jesse Street, which also collects flows from the areas north of the Viaduct and west of U.S. 101. There is also a 96-inch County line that runs parallel with the 62-inch trunk line along Jesse Street.

3.2.1.4 Telephone, Cable, and Fiber Optics

There are several telephone, cable, and fiber-optic lines within the Project Area, which run along the north and south frontage roads, LA River Banks and perpendicular cross streets, and Mesquit Street. These lines are operated by AT&T, Bell System, and Western Union.

3.2.1.5 Solid Waste

LA Sanitation provides services for solid waste pickup in the Project Area. The primary services offered include trash, recycling, and green waste. Approximately 6,652 tons of waste, manure, and bulky items are collected per day from over 750,000 residences. LA Sanitation owns a waste transfer station, a composting facility, and a trimming facility (LA Sanitation, 2017b).

The Los Angeles County Sanitation District oversees the operation of landfills that would accept the solid waste generated during proposed construction activities. The closest landfill to the Project Area is the Puente Hills Landfill in the City of Industry.

The City 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.

3.2.1.6 Railroads

There are railroad corridors along the east and west banks of the LA River. On the west bank of the LA River, the two tracks closest to the LA River are owned by SCRRA and are used primarily by Metrolink trains. The five tracks west of the SCRRA tracks are owned by BNSF Railway, and the rest of the tracks are owned and operated by Metro. Amtrak also operates trains on a BNSF track and a Metro track on the west bank. On the east bank, the two tracks closest to the river are owned by SCRRA, which are used by Metrolink and UPRR. The remainder of the ten tracks are owned by UPRR and utilized by UPRR.

3.2.1.7 River Access Tunnel

A City-owned tunnel is located under the Viaduct on the west side of the River. The tunnel was constructed as part of the Viaduct, and consists of an access ramp with retaining walls on both sides of the ramp and portals (entrance). The tunnel provides access to the River from the frontage road on the south side of the Viaduct at the Santa Fe Avenue intersection. In addition, the tunnel provides access to the LADWP TLRW.

3.2.2 Environmental Consequences

3.2.2.1 Construction Impacts

The proposed construction activities would not require or result in the construction of new water or wastewater treatment facilities or expand existing facilities. There are sufficient water supplies available to serve the water needs required for proposed construction activities, such as water for cleaning surfaces, mixing with concrete or other materials, or suppressing dust. During construction, wastewater containing diesel and oil, paint, solvents, cleaners, and other chemicals, as well as construction debris and dirt, may be generated. This water would be collected, screened, and discharged in accordance with the stormwater pollution prevention plan (SWPPP). Any remaining sludge would be disposed of in accordance with water and solid waste disposal regulations, including the Clean Water Act (CWA), the Porter-Cologne Water Quality Control Act, and the Resource Conservation and Recovery Act (RCRA). The wastewater treatment provider that serves the Project Area has adequate capacity to serve the construction needs of the proposed Project.

The proposed Project includes the construction of new stormwater drainage systems to capture and route runoff from the Project Site and Viaduct to LID or structural treatment BMPs (e.g., capture and use systems, proprietary treatment vaults with media-filled cartridges, and vegetated biofiltration basins), before being discharged to the existing stormwater drainage facilities adjacent to the site. Temporary stormwater drainage BMPs that would be implemented during construction could include, but would not be limited to, the installation of earth dikes, drainage swales and ditches, silt fences, wattles, desilting basins, and stormwater drain inlet protection. These BMPs would be implemented in compliance with the CWA, the Porter-Cologne Water Quality Control Act, the City's Stormwater Program, and the City's LID Ordinance (Ordinance Number 181899). Temporary stormwater drainage facilities would be installed within the limits of the construction site, and no environmental effects would result from the installation of these facilities.

The proposed Project would require construction of new utility connections, relocations and undergrounding of utilities, and other utility improvements. Utility installation and relocations would be limited to within the Project Area, where there are little to no known sensitive resources. As such, no significant environmental effects are anticipated during proposed Project construction. During construction activities, the City would coordinate with service providers to ensure that there are no disruptions in utility services.

3.2.2.2 Operational Impacts

Water and Wastewater

The LADWP water supply for the 2016-2017 fiscal year was 491,604 acre-feet (City of Los Angeles, 2018a). The projected water demand for the City in 2030 is 776,000 acre-feet (City of Los Angeles Department of Water and Power, 2008).

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, event vendor hook-ups, and drinking water fountains are proposed to accommodate the proposed Project. Aesthetic and recreational features, such as water features and landscape irrigation, are proposed to enhance the experience of the proposed Project.

The annual estimated water usage for the proposed Project is shown in **Table 3-6**. The proposed Project is anticipated to use approximately 20.16 acre-feet of water per year—approximately .004 percent of existing water usage—which is substantially lower than the annual water use threshold that triggers an assessment and consultation with LADWP (200-acre feet/year). The proposed Project would not meet the definition of a "Project" under California Water Code Section 10910 because the proposed work would not have a water demand that is equivalent to, or greater than, the amount of water required by a 500-dwelling unit project. The proposed Project would implement design features to reduce the consumption of water resources, such as low-flow water fixtures and water efficient irrigation design and practices. Therefore, the proposed Project is not expected to require expanded entitlements.

Table 3-6: Annual Estimated Water Usage

Proposed Project Feature	Volume (gallons/year)	Annual Projected Water Demand (acre-foot)
General Irrigation Demand	4,841,246	14.86
Splash Pad	1,284,375	3.94
Non-Residential Buildings	444,844	1.37
Total	6,570,465	20.16

Notes: 1 acre-foot = 325,851 gallons

In addition, the proposed Project would include drought-tolerant landscaping to further reduce water consumption. Proposed Project landscaping would be consistent with the City's River Improvement Overlay (RIO) Ordinance (Ordinance Number 183145), which stipulates that 75 percent of any project's newly landscaped area shall be planted with any combination of the following: native trees, plants and shrubs, or species defined as WatershedWise, or species listed in the Los Angeles County River Master Plan Landscaping Guidelines and Plant Palettes.

The proposed Project is expected to receive potable water from several sources, including treated State Water Project water from Northern California, groundwater, and/or water imported by the City from the Owens Valley and the Colorado River Aqueduct. The irrigation system would be designed with purple

pipe to accommodate potential recycled water supply lines in the future, and may eventually receive treated overflow water from Hollenbeck Park Lake.

The Project Area includes facilities that previously accommodated the water and wastewater treatment demands of the previous commercial and industrial buildings that were demolished as part of the Viaduct Replacement Project. Therefore, the proposed Project would not require or result in the construction of new water or wastewater treatment facilities or expand existing facilities. Large-scale stormwater capture and use would not be feasible for irrigation purposes because of budget constraints and the physical characteristics of the Project Site (i.e., the Project Site is bisected by the LA River and has a linear configuration). Localized below-grade capture and use systems may be implemented below some of the proposed lawn areas to supplement potable irrigation water with captured site stormwater.

The irrigation system for the proposed Project would be designed to receive recycled water (i.e., purple pipe) in the event that future supplies become available, but would initially be hooked up to a potable water supply. There is potential for the proposed Project to receive treated overflow water from the nearby Hollenbeck Park Lake for irrigation purposes. Space may be reserved on the east side of Clarence Street for a future irrigation water connection and future building with treatment equipment.

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, event vendor hooks, and drinking water fountains are proposed to accommodate the proposed Project. Aesthetic and recreational features, such as water features and landscape irrigation, are proposed to enhance the experience of the proposed Project.

The features listed above are not expected to require or result in the construction of new water or wastewater treatment facilities or expand existing facilities. The Project Area includes facilities that previously accommodated the water and wastewater treatment demands of the previous commercial and industrial buildings that were demolished as part of the Viaduct Replacement Project. The proposed Project has a lower demand for water and wastewater treatment facilities, when compared to the previous commercial and industrial land uses (pre-Viaduct demolition).

The proposed Project does not include the establishment of new homes or the extension of roads or infrastructure to undeveloped areas. In addition, the proposed Project would not create a substantial number of jobs. Therefore, the proposed Project is not expected to result in population, housing, or employment growth that would increase the water demand in the Project Area.

The Project Area includes water infrastructure that accommodated the demands of the previous commercial and industrial buildings that were demolished as part of the Viaduct Replacement Project. Therefore, the proposed Project would not increase water demands that would result in service impacts to existing water infrastructure.

Surface Water Hydrology

The construction of terraces and vegetated planters would result in modifications to the LA River channel that could affect the hydraulic performance of the LA River. In addition, the proposed Project would increase the impervious surface area of the Project Site, which could result in increased stormwater runoff draining to the LA River. Therefore, the proposed Project could marginally increase flood flows

during the 50-year design storm event. However, the proposed terraces and vegetated planters would be constructed as high as possible on the west and east banks of the LA River such that flood waters would only be received in the rarest of storm events. In addition, the terracing would not increase water surface elevations greater than levels prior to the Viaduct Replacement Project. Therefore, any impacts to the hydraulic performance of the LA River through the construction of terraces and concrete planters are anticipated to be offset by the Viaduct Replacement Project

There are no properties located within special flood hazard areas subject to inundation. Therefore, the proposed Project is not anticipated to cause flooding during the projected 50-year developed storm event that would have the potential to damage property.

The proposed Project would maintain public access to areas that are subject to inundation, including the LA River Access Tunnel and LA River channel. Therefore, the proposed Project could result in flooding that would have the potential to harm people. Safety measures would be added to the LA River Access Tunnel entry point within the Arts Plaza to deter the public from entering the tunnel during a storm event (e.g., vehicular deterrents such as bollards and safety warning devices). In addition, the City would develop a public safety plan to reduce the potential for flooding to cause harm to the public (**MM-HYDRO-1**). The public safety plan would include protocols for protecting pedestrians and potential homeless populations in the LA River Access Tunnel during flood conditions. With implementation of **MM-HYDRO-1**, the proposed Project would not cause flooding during the projected 50-year developed storm event, which would have the potential to harm people or damage property.

Other Utility Improvements

The proposed Project would require new utility connections and other utility improvements. Electricity would be required to power various proposed Project features such as park and street lighting, buildings (e.g., café building, concessions area, restrooms, and office and storage spaces), and electric vehicle charging stations and other mobility hub elements. Food truck and temporary performance equipment (sound and lighting) hookups would be required for special events. Natural gas may be required to heat water and interior spaces, operate cooling equipment, and generate power for buildings. Other utility improvements would include the installation of Wi-Fi and security cameras. The proposed utilities and utility relocations would be limited to within the Project Area, where there are little to no known sensitive resources. The City would coordinate with service providers to ensure that there are no disruptions in utility services.

3.2.3 Best Management Practices

Impacts on Utilities and Service Systems would be avoided or minimized by implementing the following BMPs:

BMP-USS-1. Wastewater Treatment

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.

BMP-USS-2. Temporary Stormwater Drainage Measures

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.

BMP-USS-3. Coordination with Service Providers

The location of underground utilities shall be confirmed prior to proposed construction activities by contacting the Underground Service Alert of 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.

BPM-USS-4. Reduced Consumption of Water Resources

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.

3.2.4 Mitigation Measures

MM-HYDRO-1: Public Safety Plan

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 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.

3.3 Transportation

This section discusses the existing traffic and transportation infrastructure within the Project Study Area. Transportation facilities include highways and local roadways, transit services, parking facilities, and bicycle and pedestrian facilities. The information in this section is based on the *Traffic Impact Analysis* (Kimley-Horn and Associates, Inc., 2019a) and *Parking Demand Analysis* (Kimley-Horn and Associates, Inc., 2019b) prepared for the proposed Project.

3.3.1 Affected Environment

3.3.1.1 Existing Street System

The Project Study Area has a dense street network ranging from freeways to local city streets. Primary roadways in the Project Area are listed in **Table 3-7** (See **Figure 3-4**, Transportation Facilities). Descriptions of the roadway types in the Project Study Area, which are summarized in **Table 3-8**, are based on street classifications defined in Mobility Plan 2035 and the Complete Streets Design Guide (Los Angeles Department of City Planning, 2016; City of Los Angeles, n.d.a).

Table 3-7: Major Roadways

Roadway Name	Location	Description[1]	Owner/Operator
First Street	East-west street to the north of the Project Area	Avenue II	City of Los Angeles, Department of Public Works
Third Street	East-west street to the north of the Project Area	Avenue II	City of Los Angeles, Department of Public Works
Fourth Street	East-west street that runs along the northern edge of the Project Area	Avenue II	City of Los Angeles, Department of Public Works
Sixth Street/Whittier Boulevard	East-west street located in the northwest portion of the Project Area. The arterial is Sixth Street west of the LA River and Whittier Boulevard east of the LA River	Avenue II	City of Los Angeles, Department of Public Works
Seventh Street	East-west street that runs along the southern edge of the Project Area	Avenue II west of Boyle Avenue; collector street east of Boyle Avenue	City of Los Angeles, Department of Public Works
Alameda Street	North-South street to the west of the Project Area	Avenue I	City of Los Angeles, Department of Public Works
South Anderson Street	North-South street located in the eastern area of the Project Area	Local street	City of Los Angeles, Department of Public Works
Boyle Avenue	North-South street to the east of the Project Area	Avenue II; Modified streets north of Whittier Avenue	City of Los Angeles, Department of Public Works
South Central Avenue	North-South street to the west of the Project Area	Avenue I	City of Los Angeles, Department of Public Works
South Clarence Street	North-South street located in the eastern area of the Project Area	Local street	City of Los Angeles, Department of Public Works
Hewitt Street	North-South street to the west of the Project Area	Collector Street	City of Los Angeles, Department of Public Works

Roadway Name	Location	Description[1]	Owner/Operator
Jesse Street	East-west street located in the eastern area of the Project Area	Local street	City of Los Angeles, Department of Public Works
Mateo Street	North-South street located in the northwest portion of the Project Area	Avenue III	City of Los Angeles, Department of Public Works
Mesquit Street	North-South street located in the western area of the Project Area	Local street	City of Los Angeles, Department of Public Works
Meyer Street	North-south street located in the southeastern area of the Project Area	Local street	City of Los Angeles, Department of Public Works
South Mission Road	North-south street centrally located in the Project Area, east of the Los Angeles River	Avenue III	City of Los Angeles, Department of Public Works
Santa Fe Avenue	North-South street located in the northwest portion of the Project Area	Avenue II	City of Los Angeles, Department of Public Works
Soto Street	North-south street located to the east of the Project Area	Avenue II	City of Los Angeles, Department of Public Works
State Route 60	East-west highway located the southeast of the Project Area	Freeway	California Department of Transportation
Interstate 5	North-south interstate that crosses over through eastern extend of the Project Area	Freeway	California Department of Transportation
Interstate 10	East-west interstate that crosses over the easternmost extend of the Project Area	Freeway	California Department of Transportation
U.S. Route 101	North-south highway that runs along the eastern edge of the Project Area	Freeway	California Department of Transportation

Source: (Kimley-Horn and Associates, Inc., 2019a; Los Angeles Department of City Planning, 2016)

Table 3-8: Citywide Street Classification

Street Classification	Number of Lanes in Each Direction	Roadway Width (feet)	Right-of-Way Width (feet)	Sidewalk/Border Width (feet)	Target Operating Speed (mph)
Arterial Streets					
Avenue[1] I	1-2	70	100	15	35
Avenue II	1-2	56	86	15	30
Avenue III	1-2	46	72	15	25
Non-Arterial Streets					
Collector[2]	1	40	66	13	25
Local Street[3] (Standard)	1	36	60	12	20

[1]Avenues are arterial streets that pass through residential and commercial areas.
[2]Collectors are generally located in residential neighborhoods. They provide access to and from arterial streets for local traffic and are not intended for cut-through traffic.
[3]Local streets are intended to accommodate lower volumes of vehicle traffic and have parking on both sides of the street.
mph = miles per hour
Source: (City of Los Angeles, n.d.a)

3.3.1.2 Commute Patterns

Residents in the County of Los Angeles spend approximately 31 minutes commuting to work, with 6.3 percent of these commuters using public transportation. In the City of Los Angeles, residents have an average commute time of approximately 31 minutes, with 9.8 percent taking public transportation (United States Census Bureau, 2018).

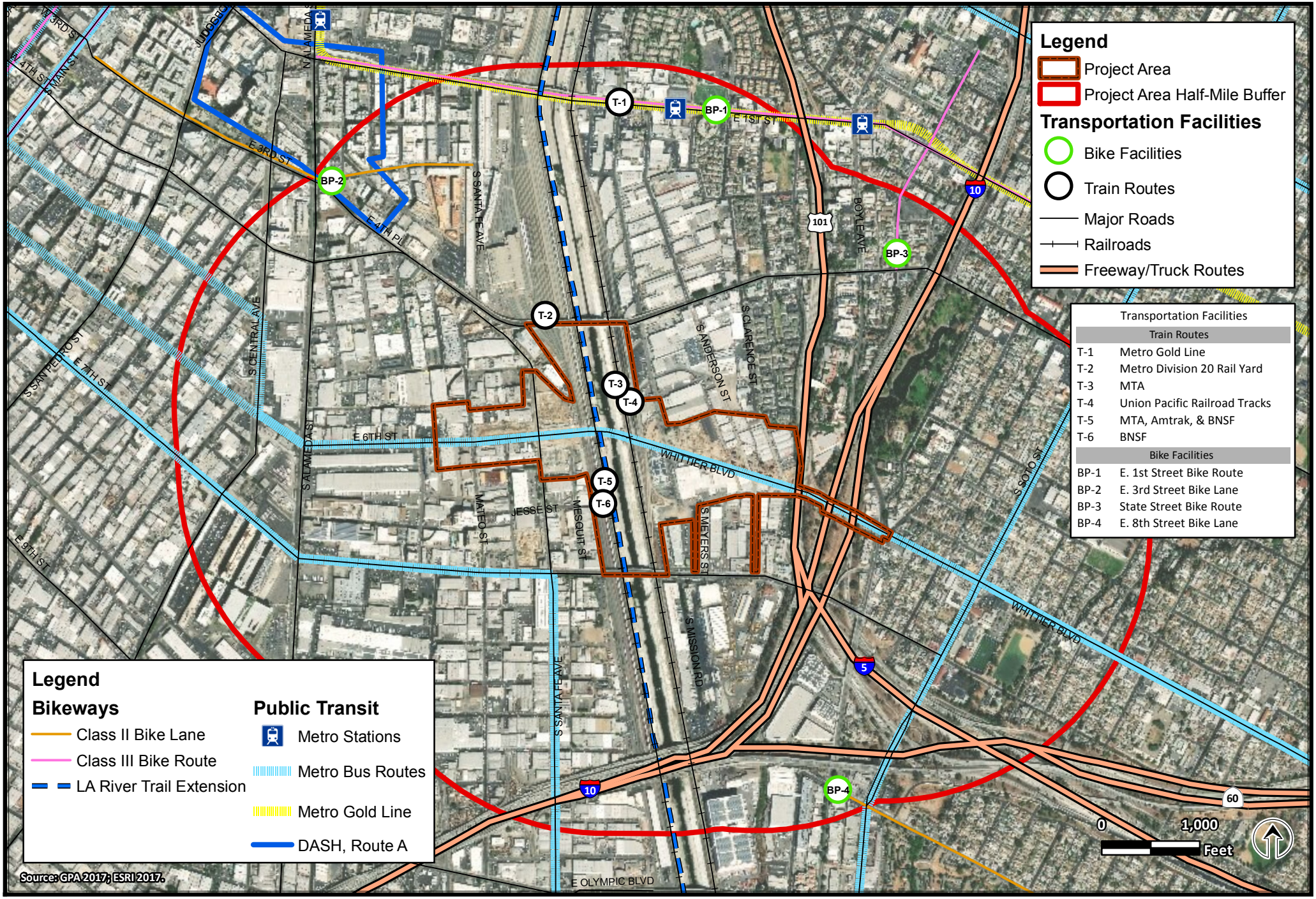
Central City North Community Plan Area

Approximately 59 percent of residents in Central City North Community Plan area spend up to 29 minutes commuting to work. Approximately 32 percent of residents spend between 30 minutes and 59 minutes commuting to work (United States Census Bureau, 2018). Approximately 9 percent of residents spend between 60 minutes or more commuting to work (United States Census Bureau, 2018).

Of Central City North Community Plan residents, approximately 55 percent of commuters taking personal vehicles drive alone. Approximately 13 percent of commuters take public transportation, approximately 3 percent walk, and approximately 2 percent bike. Approximately 16 percent of employed residents in the Central City North Community Plan area do not have a commute because they work from home (United States Census Bureau, 2018).

Boyle Heights Community Plan Area

Approximately 50 percent of residents in the Boyle Heights Community Plan area spend up to 29 minutes commuting to work. Approximately 34 percent spend between 30 minutes to 59 minutes commuting to



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FIGURE 3-4: TRANSPORTATION FACILITIES
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work. Approximately 16 percent spend between 60 minutes or more commuting to work (United States Census Bureau, 2018).

The primary transportation means used by the Boyle Heights Community Plan area residents to get to work is by car, truck, or van, with about 70 percent of residents commuting in this way. Of those commuters taking a car, truck or van, almost 61 percent drive alone. Approximately 18 percent use public transportation, approximately 7 percent walk, and approximately 1 percent bike. Almost 3 percent of employed residents in the Boyle Heights Community Plan area work from home, so they do not have a commute (United States Census Bureau, 2018).

3.3.1.3 Existing Traffic Congestion and Levels of Service

The *Traffic Impact Analysis* defines existing conditions in vicinity to Project Site at 12 study intersections (Kimley-Horn and Associates, Inc., 2019a). Peak hour traffic volumes and existing operating conditions were determined at each study intersection, based on the Transportation Research Board's Critical Movement Analysis (CMA), Circular 212 Planning Method guidelines (Institute of Transportation Engineers, 1989). The CMA method quantifies traffic operating conditions at a signalized study intersection based on the volume to capacity (V/C) ratio and the associated LOS. The V/C ratio varies from 0 to 1.000 and measures the operating capacity of a roadway or intersection based on the number of vehicles passing through divided by the theoretical number of vehicles that could pass through. The V/C ratio corresponds to LOS ranging from "A" to "F." LOS describes the quality of traffic flow, which is based on travel speed, travel time, and flow interruptions.

Weekday traffic counts were conducted during the morning peak hours (7:00 to 9:00 a.m.) and evening peak hours (4:00 to 6:00 p.m.). Because traffic counts were collected in 2017, a conservative growth rate of one percent per year was applied to calculate traffic projections for existing conditions (i.e., 2018). The year 2018 was used instead of 2017 to provide a conservative estimate for the base year. As requested by LADOT, existing conditions were determined based on the assumption that the Viaduct was in operation. Because the Viaduct was demolished in February 2016, the LOS analysis includes traffic data taken from 2014 and 2015 traffic studies to account for the Viaduct being in operation. Existing conditions are summarized in **Table 3-9**.

Table 3-9: Existing (2018) Conditions for Study Intersections

Signalized Intersections		Existing (2018) LOS Analysis Results			
		A.M. Peak Hour		P.M. Peak Hour	
		V/C Ratio	LOS	V/C Ratio	LOS
1	Alameda Street at Sixth Street	0.613	B	0.656	B
2	Mateo Street at Sixth Street	0.460	A	0.759	C
3	Alameda Street at Seventh Street	0.604	B	0.639	B
4	Mateo Street at Seventh Street	0.331	A	0.420	A

5	Santa Fe Avenue at Seventh Street	0.468	A	0.644	B
6	Boyle Avenue at Seventh Street	0.493	A	0.540	A
7	Boyle Avenue at Whittier Boulevard	0.797	C	0.824	D
8	Alameda Street at Fourth Street	0.321	A	0.574	A
Unsignalized Intersections[1]		**Delay (Seconds)**	**LOS**	**Delay (Seconds)**	**LOS**
9	Hewitt Street at Fourth Street	8.1	A	229.5	F
10	Clarence Street at Fourth Street	23.1	C	7.9	A
11	Santa Fe Avenue at Mateo Street	7.6	A	9.7	A
12	Santa Fe Avenue at Third Street	35.2	E	59.9	F

Notes: [1]Highway Capacity Manual (HCM) 2000 method was used because HCM 2010 does not support this intersection lane configuration
Source: (Kimley-Horn and Associates, Inc., 2019a)

3.3.1.4 Existing Parking

Existing public parking in the Project Area consists of on-road street parking along many of the major roadways identified in **Table 3-7**. The *Parking Demand Analysis* identifies 31 public on-road parking spaces in the vicinity of the Project Area (Kimley-Horn and Associates, Inc., 2019b). Public parking facilities within two miles of the Project Site are included in **Table 3-10** and **Figure 3-5.**

Table 3-10: Public Parking Facilities

Location	Property Name	Address
1	Standard Parking	1400 S Grand Ave
2	City Center Parking	1317 S Grand Ave
3	Joe's Auto Parks	1000 W Eighth St
4	LAZ Parking	1150 S Grand Ave
5	ABM	1150 S Olive St
6	Standard Parking	801 S Figueroa St
7	LAZ Parking	725 Grand Ave
8	Joe's Auto Parks	808 S Olive Street
9	The Parking Spot	1112 Santee Street

Location	Property Name	Address
10	SP+ Parking	611 W Sixth St
11	Standard Parking	241 S Figueroa St
12	Joe's Auto Parks	802 S Los Angeles St
13	Joe's Auto Parks	649 Spring St
14	Paragon Parking	710 S Spring St
15	Joe's Auto Parks	759 S Maple Ave
16	Joe's Auto Parks	530 S Spring St
17	Joe's Auto Parks	212 E Seventh Street
18	City Center Parking	434 S Broadway
19	Los Angeles Garage Associates	545 S Main St
20	SP+ Parking	208 E Sixth St
21	Joe's Auto Parks	601 E Eighth St
22	Paragon Parking	526 S Los Angeles St
23	Perfect Parking, Inc.	1000 E Olympic Blvd
24	Los Angeles Times Garage	213 S Spring St
25	Joe's Auto Parks	334 S Main St
26	Joe's Auto Parks	243 S Spring St
27	Joe's Auto Parks	246 S Spring St
28	Joe's Auto Park	330 S Main St
29	Joe's Auto Parks	220 S Spring St
30	United Valet Parking, Inc.	216 E Fourth St
31	Joe's Auto Parks	253 S Main St
32	Joe's Auto Parks	231 S Main St
33	Corner Lot (Perfect Parking, Inc.)	1251 E Olympic Blvd
34	Toy District Garage (S.C. Prestige Parking, Inc.)	Boyd St and Wall St
35	Little Tokyo Library Garage/Cathedral Lot 755	237S N Los Angeles St
36	S.C. Prestige Parking, Inc.	326 Boyd St
37	AVA Little Tokyo (Ace Parking Management, Inc.)	S Los Angeles St and E Second St
38	DoubleTree by Hilton Garage	120 S Los Angeles St

Location	Property Name	Address
39	Weller Court (Hodes Parking, Inc.)	S Los Angeles St and E Second St
40	Little Tokyo Associates (SP Plus Corporation)	S San Pedro and E Third St
41	Wakaba LA Leasing & Retail (Joe's Auto Parks)	S San Pedro and E Second St
42	S.C. Prestige Parking, Inc.	420 Boyd St.
43	Joe's Auto Parks	350 E Second Street
44	Joe's Auto Parks	319 E Second Street
45	Japanese Village Plaza Garage	335 E Second St
46	Parking Company of America	171 Arcadia St
47	City of Los Angeles Lot 2	101 Judge John Aiso St
48	Unified Parking Service, Inc.	315 E First St
49	Joe's Auto Parks	360 E Second St
50	El Pueblo Historical Monument - Lot 1	171 Arcadia St
51	City of Los Angeles Lot 2	352 E Temple St
52	Perfect Parking, Inc.	300 S Central Ave
53	Honda Plaza Garage (Modern Parking, Inc.)	S Central Ave and E Second St
54	El Pueblo Historical Monument - Lot 2	W Cesar Estrada Chavez Ave and N Main St
55	Advanced Parking Systems	401 E Second Street
56	El Pueblo Historical Monument - Lot 4	426 N Los Angeles St
57	Best Auto Park (Little Tokyo Galleria)	333 Alameda St
58	Perfect Parking, Inc.	360 S Alameda St
59	El Pueblo Historical Monument - Lot 3	W Cesar Estrada Chavez Ave and N Alameda St
60	Perfect Parking, Inc.	713 E Third Street
61	El Pueblo Historical Monument - Lot 5	711 Alameda St
62	Joe's Auto Parks	414 E Commercial St
63	SP Plus Corporation	428 E Temple St
64	SP Plus Corporation	428 E Temple Street
65	Park Little Tokyo	129 S Hewitt St
66	Japanese Catholic Center	222 S Hewitt St

Location	Property Name	Address
67	Perfect Parking, Inc.	830 Traction Ave
68	4th & Traction Garage	963E E Fourth St
69	6th St and Factory Pl	Sixth St and Factory Pl
70	Palmetto Lot	1250 Palmetto St
71	Union Station MTA Garage - Gateway Center	1 Gateway Plaza
72	Jesse St and Mateo St	660 Mateo St
73	Advanced Parking Systems	740 E Temple St
74	Perfect Parking	905S Santa Fe Ave
75	Boyle Heights City Hall	2127E E Second St
76	LADOT Facility No. 713	247N S Chicago St
77	LADOT Facility No 682	318N N Breed St
88	Metro Gold Line - Indiana Station Park & Ride	210 S Indiana St

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Legend

- Project Site
- Half Mile Buffer
- One Mile Buffer
- Two Mile Buffer
- (1) Public Parking Facilities

Public Parking Facilities	
1	Standard Parking
2	City Center Parking
3	Joe's Auto Parks
4	LAZ Parking
5	ABM
6	Standard Parking
7	LAZ Parking
8	Joe's Auto Parks
9	The Parking Spot
10	SP+ Parking
11	Standard Parking
12	Joe's Auto Parks
13	Joe's Auto Parks
14	Paragon Parking
15	Joe's Auto Parks
16	Joe's Auto Parks
17	Joe's Auto Parks
18	City Center Parking
19	Los Angeles Garage Associates
20	SP+ Parking
21	Joe's Auto Parks
22	Paragon Parking
23	Perfect Parking, Inc.
24	Los Angeles Times Garage
25	Joe's Auto Parks
26	Joe's Auto Parks
27	Joe's Auto Parks
28	Joe's Auto Parks
29	Joe's Auto Parks
30	United Valet Parking, Inc.
31	Joe's Auto Parks
32	Joe's Auto Parks
33	Corner Lot (Perfect Parking, Inc.)
34	Toy District Garage (S.C. Prestige Parking, Inc.)
35	Little Tokyo Library Garage/Cathedral Lot 755
36	S.C. Prestige Parking, Inc.
37	AVA Little Tokyo (Ace Parking Management, Inc.)
38	DoubleTree by Hilton Garage
39	Weller Court (Hodes Parking, Inc.)
40	Little Tokyo Associates (SP Plus Corporation)
41	Wakaba LA Leasing & Retail (Joe's Auto Parks)
42	S.C. Prestige Parking, Inc.
43	Joe's Auto Parks
44	Joe's Auto Parks
45	Japanese Village Plaza Garage
46	Parking Company of America
47	City of Los Angeles Lot 2
48	Unified Parking Service, Inc.
49	Joe's Auto Parks
50	El Pueblo Historical Monument - Lot 1
51	City of Los Angeles Lot 2
52	Perfect Parking, Inc.
53	Honda Plaza Garage (Modern Parking, Inc.)
54	El Pueblo Historical Monument - Lot 2
55	Advanced Parking Systems
56	El Pueblo Historical Monument - Lot 4
57	Best Auto Park (Little Tokyo Galleria)
58	Perfect Parking, Inc.
59	El Pueblo Historical Monument - Lot 3
60	Perfect Parking, Inc.
61	El Pueblo Historical Monument - Lot 5
62	Joe's Auto Parks
63	SP Plus Corporation
64	SP Plus Corporation
65	Park Little Tokyo
66	Japanese Catholic Center
67	Perfect Parking, Inc.
68	4th & Traction Garage
69	6th St and Factory Pl
70	Palmetto Lot
71	Union Station MTA Garage - Gateway Center
72	Jesse St and Mateo St
73	Advanced Parking Systems
74	Perfect Parking
75	Boyle Heights City Hall
76	LADOT Facility No. 713
77	LADOT Facility No 682
78	Metro Gold Line - Indiana Station Park & Ride

0 1,000 2,000 3,000 4,000 Feet

Source: ESRI 2017.

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Figure 3-5: PUBLIC PARKING FACILITIES
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3.3.1.5 Existing Transit System and Train Routes

There are no bus stops or routes within the Project Site. The Project Area is served by LADOT Transit Services and Metro bus systems. Bus routes in the Project Study Area include DASH Downtown, operated by LADOT Transit Services, and Metro Routes 18, 30/330, 53, 60, 62, 251-252, 720, 751, and 760, which are described in more detail below (see **Figure 3-4**, Transportation Facilities):

- **Dash Downtown**: Operates several routes throughout Downtown LA. Route A travels from Little Tokyo to City West, providing services through the Arts District in proximity to the Project Area.
- **Metro Line 18**: Travels eastbound and westbound along Sixth Street through Downtown LA, providing services through Koreatown, Wilshire Center, Westlake, Boyle Heights, East Los Angeles, City of Commerce, and Montebello.
- **Metro Line 30/330**: Travels eastbound and westbound service from East Los Angeles to Beverly Hills, providing services through Boyle Heights, Downtown LA, Miracle Mile, Mid-City, and West Hollywood.
- **Metro Line 53**: Travels northbound and southbound from Downtown LA to Carson, providing services through Downtown LA, South Los Angeles, Willowbrook, and Compton.
- **Metro Line 60**: Travels northbound and southbound from Downtown LA to Downtown Long Beach, providing services through Downtown LA, Vernon, Huntington Park, South Gate, Lynwood, Compton, and Long Beach.
- **Metro Line 62**: Travels northbound and southbound from Downtown LA to Hawaiian Gardens, providing services through Downtown LA, Boyle Heights, Montebello, City of Commerce, Pico Rivera, Santa Fe Springs, Downey, Norwalk, Artesia, Cerritos, Lakewood, and Long Beach.
- **Metro Line 106**: Travels westbound and eastbound from Boyle Heights to Monterey Park, providing services through East LA.
- **Metro Line 251-252**: Travels northbound and southbound from Cypress Park to Lynwood, providing services through Montecito Heights, El Sereno, Lincoln Heights, Boyle Heights, Vernon, Huntington Park, and South Gate.
- **Metro Line 720**: A Metro Rapid line that travels eastbound and westbound from Commerce to Santa Monica, providing services through East Los Angeles, Boyle Heights, Downtown LA, Koreatown, Hancock Park, Park La Brea, Beverly Hills, Westwood, Century City, West LA, Brentwood, and Santa Monica.
- **Metro Line 751**: A Metro Rapid line that travels northbound and southbound from Cypress Park to Huntington Park, providing services through Lincoln Heights, Boyle Heights, Vernon, and South Gate.
- **Metro Line 760**: A Metro Rapid line that travels northbound and southbound from Downtown LA to Long Beach, providing services through Downtown LA, Vernon, Huntington Park, South Gate, Watts, and Lynwood.

Light rail tracks for the Metro Gold and Purple Lines, and tracks for the Metro Division 20 Rail Yard are within the Project Study Area. Union Pacific Railroad, Amtrak, and Burlington Northern Santa Fe Railway also have tracks that run along the east and west banks of the LA River in the Project Study Area. The train stations and routes located within the Project Study Area are listed in **Table 3-11** (see **Figure 3-4**, Transportation Facilities).

Table 3-11: Train Routes

Number	Property Name	Location	Description	Owner/Operator
T-1	Metro Gold Line (Pico/Aliso Station)	Along First Street in Los Angeles	Light rail serving Little Tokyo, Union Station, Chinatown, and Old Town Pasadena	Los Angeles Metropolitan Transportation Authority
T-2	Metro Division 20 Rail Yard	Along the west side of the Los Angeles River in Los Angeles	Tracks are used to transport rail lines to the Metro Division 20 Rail Yard for fleet maintenance	Los Angeles Metropolitan Transportation Authority
T-3	MTA Tracks	Along the east side of the Los Angeles River in Los Angeles	Tracks provide rail service in Downtown Los Angeles	Los Angeles Metropolitan Transportation Authority
T-4	Union Pacific Railroad Tracks	Along the east side of the Los Angeles River in Los Angeles	Tracks are used to ship a variety of goods, such as agricultural products, automotive, chemicals, coal, and industrial products.	Union Pacific Corporation
T-5	MTA, Amtrak, and Burlington Northern Santa Fe railway	Along the west side of the Los Angeles River in Los Angeles	Tracks are used by Metro for public transportation, Amtrak for private transportation, and Burlington Northern Santa Fe Railway for the shipment of various types of goods.	Los Angeles Metropolitan Transportation Authority, Amtrak, and Burlington Northern Santa Fe Corporation
T-6	Burlington Northern Santa Fe Tracks	Along the west side of the Los Angeles River in Los Angeles	Tracks are used to transport a variety of goods, such as clothes, food, agricultural products, automotive, industrial products, and coal.	Burlington Northern Santa Fe Corporation

3.3.1.6 Bike and Pedestrian Facilities

There are two existing Class II bike lanes and two existing Class III bike routes within the Project Study Area, but they do not connect to the Project Area. **Table 3-12** describes each of the bike lanes and routes (see **Figure 3-4**, Transportation Facilities). Within the Project Area, there are sidewalks lining the major roadways and local city streets listed in **Table 3-7**. Crosswalks are provided at signalized intersections.

Table 3-12: Bike Facilities

Location	Property Name	Address	Description	Owner/Operator
B-1	City Bike Route	Along First Street in Los Angeles	Class III	LADOT Transit Services
B-2	City Bike Lane	Along Third Street in Los Angeles	Class II	LADOT Transit Services
B-3	City Bike Route	Along South State Street in Los Angeles	Class III	LADOT Transit Services
B-4	City Bike Lane	Along East Eighth Street in Los Angeles	Class II	LADOT Transit Services

The Los Angeles River Bike Path Gap Closure Project, shown in **Table 2-9**, is a planned extension of existing segments of the 32-mile greenway (bicycle and pedestrian path) proposed in the Los Angeles River Revitalization Master Plan (City of Los Angeles, 2007a). In addition, there are three proposed Active Transportation (ATP) projects that include improvements to the safety and accessibility of bicycle and/or pedestrian facilities in the vicinity of the proposed Project. The ATP projects, which are currently in design, include ATP-1: Sixth Street Viaduct Replacement Project Bicycle and Pedestrian Facilities, ATP-2: Boyle Heights Pedestrian Linkages, and ATP-3: Downtown LA Arts District Pedestrian and Cyclist Safety Project (see **Table 2-9**).

3.3.2 Environmental Consequences

3.3.2.1 Construction Impacts

During construction of the proposed Project, personnel, materials, and machinery would utilize the local street and freeway system to access the Project Site. Construction vehicles or equipment along the roadways surrounding the construction site may result in temporary impacts to the circulation system (e.g., temporary road closures, slow-moving construction vehicles, and temporarily obstructed sidewalks and roadways).

Temporary road closures would be required for the proposed improvements to two arterial streets (Santa Fe Avenue and Mission Road) and two local streets (Anderson Street and Clarence Street). Each street closure is anticipated to last approximately two to four weeks. Alternate routes and detours for pedestrians, bicyclists, and vehicles would be provided. Streets would re-open following construction, and the proposed Project would not result in any permanent closures.

Based on the *Traffic Impact Analysis* prepared for the proposed Project, construction activities would generate up to approximately 80 trips per day (Kimley-Horn and Associates, Inc., 2019a). However, construction-generated traffic would be dispersed over multiple roadways and the vehicles trips would be distributed throughout the day (i.e., not all 80 trips would occur during the a.m. or p.m. peak hours). Construction vehicles and equipment on the roadways surrounding the construction site would only be present for the short-term and would be removed following construction. Construction-related trips would be schedules with increased frequency during off-peak hours to minimize delays and obstructions

to commuters. Therefore, construction-related trips are not anticipated to generate new capacity issues or contribute to existing capacity issues.

The number of construction workers traveling to the Project Site would vary throughout the construction process. Because proposed construction activities would take place between 7:00 a.m. and 9:00 p.m. on a typical weekday, construction worker traffic would likely occur during the morning and afternoon peak commute hours. However, the number of construction workers traveling to the Project Site would be considered negligible, when compared to the existing traffic volumes. The City would offer ride-share and transit incentives for construction workers to consolidate the number of daily trips taken by construction workers.

Temporary road and sidewalk closures would be required for the proposed improvements to two arterial streets (Santa Fe Avenue and Mission Road) and two local streets (Anderson Street and Clarence Street). Within the Project Area, none of these streets directly leads to freeway on- or off-ramps or other state highways. Each street closure is anticipated to last approximately two to four weeks. Alternate routes and detours for pedestrians, bicyclists, and vehicles would be provided (**BMP-TRANS-1**). Because there are no bus stops or routes within the Project Site, public transportation facilities would not be affected. Streets would re-open following construction, and the proposed Project would not result in any permanent closures.

The nearest emergency services, including police and fire stations, are over 0.5 mile from the Project Site, and the nearest hospitals are over 0.3 mile from the Project Site. The nearest LAFD responders and LAPD stations would be notified to coordinate emergency response routing during construction, and detour routes would be provided for all street closures. As discussed above, construction-related trips would be scheduled with increased frequency during off-peak hours to minimize congestion that could delay emergency vehicles. Therefore, emergency services would not be substantially affected by construction of the proposed Project.

Construction could pose hazards to pedestrians, bicyclists, and motorists traveling around the construction site, such as falling objects, the movement of construction vehicles, and unstable ground surfaces. With implementation of **BMP-TRANS-2**, a construction staging plan would be developed to reduce impacts related to noise, dust, traffic, and other health hazards. The construction staging plan would include construction site BMPs (e.g., fencing, signs, and detours) to minimize hazards and prevent safety issues on the roadways and sidewalks surrounding the construction site.

The Project Site is primarily surrounded by industrial properties. Because many of the properties in the vicinity of the Project Site were vacated as part of the Viaduct Replacement Project, the proposed Project would not result in a loss of access to any additional property. If proposed construction activities would result in temporary or permanent loss of access to existing parcels, then temporary access and/or construction of new access points would be provided under. As discussed above, detour routes would be provided to maintain access throughout the Project Area during any road closures.

On-street parking spaces along the streets adjacent to the Project Site would be impacted during construction of the proposed Project as summarized below:

- **Anderson Street**: Existing street parking is available along both sides of Anderson Street adjacent to the Project Site, but it is limited due to existing driveway curb cuts and fire hydrants. As part of the

proposed Project, most of the street parking along the western side of the roadway would be eliminated with the construction of the proposed parking plaza, which would push the sidewalk into the existing street parking zone. This would not only allow for construction of the proposed parking plaza, but would also provide an American with Disabilities Act (ADA) accessible sidewalk connection to the existing sidewalk to the north. The existing sidewalk does not connect to the northern sidewalk due to an elevated platform in front of an existing building to the north that separates the pathways. Lost street parking spaces would be offset by the added spaces within the proposed parking plaza; however, most of the spaces would be reserved for City staff. Although proposed curb cuts and the elevated crosswalk would impact street parking along the eastern side of the street, the available street parking would be similar to the existing condition with the reconstruction of the curb and sidewalk to remove multiple existing curb cuts that would no longer be in use.

- **Mission Road:** Existing street parking is available along both sides of Mission Road adjacent to the Project Site. As part of the proposed Project, new curb and a multi-use path would be constructed along the western side of the road to match the proposed improvements of the separate ATP Cycle 1[1] project. New curb and sidewalk would also be constructed along the eastern side of the road. Existing driveways that served the previous improvements would be removed. However, street parking would be available along portions of the roadway adjacent to the Project.
- **Santa Fe Avenue:** Existing parking spaces immediately adjacent to the Project site along Santa Fe Avenue are limited (approximately seven spaces). The proposed Project would include new curb and sidewalk construction along the roadway to match the existing conditions north and south of the Project Site. Street parking adjacent to the proposed Project along Santa Fe Avenue would be eliminated by the separate ATP Cycle 3[2] project to allow for the construction of bike lanes along Santa Fe Avenue.
- **Clarence Street**: Existing street parking is available along both sides of Clarence Street adjacent to the Project Site, but it is limited by existing driveway curb cuts. While proposed curb cuts and an elevated crosswalk would impact street parking along both sides of the street, the available street parking would be similar to the existing condition with the reconstruction of the curb and sidewalk to remove multiple existing curb cuts that would no longer be in use.

During proposed construction activities, public street parking on other roadways within 0.25 mile of the Project Site would continue to remain available. In addition, existing transit lines (e.g., Metro Local and Limited Lines and Metro Dash Line A) that are within 0.5 mile of the proposed Project Site would continue to be available.

[1] ATP Cycle 1 includes active transportation elements consisting of sidewalk and bike lane improvements, concrete American with Disabilities Act (ADA) ramps at intersections, continental striping, and lighting.
[2] ATP Cycle 3 includes pedestrian and cyclist safety, access, and connectivity improvements, including cycle tracks/bike lanes/bike routes; new/widened sidewalks with curb extensions; high visibility and raised crosswalks; traffic-controlled intersections; shade trees; pedestrian lighting; wayfinding signage; and alley conversion into a Shared Street connecting to the proposed Arts Plaza.

3.3.2.2 Operational Impacts

According to the *Traffic Impact Analysis*, the proposed Project would generate approximately 177 new daily trips, with 81 new trips generated in the morning peak hour and 68 new trips during the afternoon peak hour. The proposed Project would replace approximately 223,900 square feet of heavy industrial land use. The existing heavy industrial land use generates approximately 336 daily trips, with 115 trips generated in the morning peak hour and 153 in the afternoon peak hour. After subtracting the number of trips generated from the existing land use, the proposed Project would generate fewer net trips (34 in the morning peak hour and 85 in the afternoon peak hour) than the existing industrial land use.

The proposed Project would host special events (e.g., concerts, festivals, soccer tournaments, and farmer's markets), which would attract additional visitors to the Project Area during the afternoon peak period. Based on the *Traffic Impact Analysis*, a 2,000-person event during a typical weekday afternoon peak period was analyzed to represent a worst-case conservative scenario. This scenario would encompass a single, large event that could occur infrequently as well as multiple, simultaneous small events that could occur weekly. Under the assumptions presented in the *Traffic Impact Analysis*, it is estimated that an additional 250 vehicles would arrive during the afternoon peak period during special events.

In addition, 3,250-person events and 5,000-person events are expected to occur 1-2 times per year. These events typically occur during off-peak hours and are not expected to result in impacts to the local street network during typical busy periods (weekday morning and afternoon peaks). During these events, the City would require event permittees to develop site-specific traffic control plans to address and manage traffic circulation and parking during large events.

The proposed Project is expected to contribute the greatest freeway trip generation on I-10, increasing the existing trips by about 10 percent. However, the trip generation from the proposed Project would be less than that of the existing industrial land use. The proposed Project is expected to add fewer than 150 peak hour trips to the monitoring stations on U.S. 101, I-10, and SR 60.

Because the proposed Project would result in less trips than the existing land use, operational activities would not exceed the capacity of the existing circulation system. Although large special events would increase the number of trips generated, these trips would occur infrequently (approximately once every six months). With implementation of **BMP-TRANS-5**, which would implement a traffic and parking strategy during large events, impacts would be minimized.

Based on the results of the LOS analysis, the proposed Project would not result in a substantial change in traffic conditions from existing conditions (Kimley-Horn and Associates, Inc., 2019a). In addition, an event hosted at the proposed Project would not result in a substantial change in traffic conditions from existing conditions.

Adopted policies, plans, and programs supporting alternative transportation include AB 1358, Mobility Plan 2035, and the Complete Streets Design Guide (see Section 1.2 for additional information).

The objectives for the proposed Project include encouraging active modes of transportation and public transit. To meet these objectives and support alternative transportation, the proposed Project would include the following features:

- Bike/pedestrian ramps and stairs to provide connections to the upcoming Sixth Street Viaduct;
- Bike path connections to the adjacent street network, including Fourth and Seventh Streets;
- Bike racks; and
- Space for future secure bike parking and a future Metro bikeshare.

Therefore, the proposed Project would be consistent with adopted policies, plans, and programs supporting alternative transportation.

The proposed Project would provide several on- and off-street parking areas. Parking for visitors to the West Park would be available on Santa Fe Avenue between Willow Street and Mesquit Street. Visitors to the Arts Plaza would also be able to park on Mesquit Street just south of the Arts Plaza. Parking for visitors to the East Park would be available on Mission Road, Anderson Street, and Clarence Street (Kimley-Horn and Associates, Inc., 2019a). Parking would not be permitted on East Sixth Street between Santa Fe Avenue and Mesquit Street, which is currently under construction as part of the Viaduct Replacement Project. The proposed East Park would include 14 on-site parking spaces (13 standard and 1 ADA); however, 9 of these spaces would be reserved for RAP staff .

As described in the *Parking Demand Analysis*, parking requirements would vary under different scenarios defined by the ITE *Parking Generation, 4th Edition*, as summarized below:

- Scenario 1 classifies the entire 12-acre Project Site as a "City Park" with a requirement of 43 total vehicle parking spaces and 24 bicycle parking spaces on a typical weekday or weekend day.
- Scenario 2 classifies the Sixth Street PARC as a "Soccer Complex" and requires 54 total vehicle parking spaces and 92 bicycle parking spaces on a typical weekday. 83 total vehicle parking spaces and 140 bicycle parking spaces would be required for a typical weekend day.
- Scenario 3 calculates the parking requirement when the park hosts special events based on parking rate for a "Live Theatre." A weekend special event with 5,000 attendees would require 1,330 vehicle parking spaces and 2,280 bicycle parking spaces.

Scenario 2 "Soccer Complex" was conservatively used to determine the parking requirements for the proposed Project. Scenario 3 was not used because special events would occur less frequently. The *Parking Demand Analysis* identifies 31 public vehicle parking spaces in proximity to the Project Site (2 west of the LA River and 30 east of the LA River) and 5 dedicated vehicle parking spaces for park users (proposed East Parking Plaza) for a total of 36 parking spaces for park users. An additional 9 parking spaces would be provided in the Eat Parking Plaza; however, these spaces were not included in the total because they are reserved for RAP staff. Therefore, the number of total parking spaces provided would not meet the parking requirement for the proposed Project on a typical weekday, typical weekend day, or special event.

As shown in **Table 3-10** and on **Figure 3-5**, additional parking would be available at the 87 public and private lots within two miles of the Project Site. Visitors to the proposed Project Site would also be able to utilize the following existing transit lines:

• Metro Local and Limited Lines (18, 53, 60, 62, 106, 720, 760) (Bus) (all within 0.5 mile of project); and

• Metro Dash Line A (Bus) (0.4 mile from project).

To mitigate for impacts due to the loss of parking, the City would construct rideshare pick-up/drop-off zones and reserve space for facilities to encourage alternative modes of transportation, such as mobility and bike share hubs (see **MM-TRANS-1**, **MM-TRANS-2**, and, **MM-TRANS-3** in Section 3.3.5). The City would also make a good faith effort to coordinate with Metro to identify potential locations for the creation and expansion of public transit (see **MM-TRANS-4** in Section 3.3.5). Future improvements, such as re-routing the Metro Dash Line F (Bus) line to stop at the proposed Project Site and constructing a Sixth Street Metro Station (Rail) to serve the Arts District and Boyle Heights neighborhoods may be evaluated. In addition, the implementation of site-specific traffic control plans for large events would help reduce parking impacts related to large events. With implementation of these mitigation measures, park users would have more options for alternate forms of transportation (i.e., rideshare, bicycles, and public transit), which would reduce the demand for parking spaces.

3.3.3 Best Management Practices

BMP-TRANS-1: Temporary Detour Routes

During proposed construction activities, temporary detours shall be provided for any affected pedestrian and bicycle facilities.

BMP-TRANS-2: Construction Staging Plan

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.

BMP-TRANS-3: Construction Traffic

Construction-related trips shall be scheduled with increased frequency during off-peak hours to minimize impacts to commuters.

BMP-TRANS-4: Access to Parcels

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.

BMP-TRANS-5: Site-Specific Traffic Control Plan for Large Events

Large event permittees shall develop a site-specific traffic control plan to provide information on parking and circulation and to minimize congestion. 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.

3.3.4 Mitigation Measures

MM-TRANS-1: Mobility Hub

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.

MM-TRANS-2: Bicycle Facilities

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.

MM-TRANS-3: Rideshare Zones

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.

MM-TRANS-4: Public Transportation

The City shall make a good faith effort to work with Metro and LADOT to identify potential locations to create and expand public transportation within the vicinity of the proposed Project Site.

Chapter 4
Community Safety

The following sections describe impacts to community safety that contribute to, or result from physical impacts on the environment.

4.1 Air Quality

The information in this section is based on the *Air Quality and Greenhouse Gas Impact Assessment* (AMBIENT Air Quality & Noise Consulting, 2019a) prepared for the proposed Project.

4.1.1 Affected Environment

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 National Ambient Air Quality Standards (NAAQS), the SCAQMD has been designated as a nonattainment area for O_3 (extreme nonattainment), $PM_{2.5}$ (serious nonattainment), and lead (partial nonattainment) (South Coast Air Quality Management District, 2016). Under the California Ambient Air Quality Standards (CAAQS), the SCAQMD has been designated as a nonattainment area for O_3 (extreme nonattainment), PM_{10}, and $PM_{2.5}$ (South Coast Air Quality Management District, 2016). The SCAQMD has developed an Air Quality Management Plan to achieve compliance with NAAQS and CAAQS air quality standards.

The SCAQMD and the California Air Resources Board (CARB) maintain a network of air quality monitoring stations throughout the SCAB. The nearest air quality monitoring station is the Los Angeles – North Main Street station, approximately two miles north of the Project Area. Based on ambient monitoring data obtained from the Los Angeles – North Main Street station, the State and Federal $PM_{2.5}$, as well as the State O_3 and PM_{10} standards were exceeded on numerous occasions during the past three years. State and Federal standards for NO_2 have not been exceeded during the last three years of available data.

In the Los Angeles area, mobile sources are a primary contributor to ambient PM concentrations, including diesel-exhaust particulate matter (DPM), which poses the most significant health risk. Major sources of DPM in the general vicinity of the Project Site include railroad operations at nearby railyards, including the Union Pacific Los Angeles Transportation Center (UP LATC) Railyard and four Commerce Railyards (operated by UPRR and BNSF), as well as heavy-duty vehicles on area freeways, including U.S. 101.

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. Existing land uses located to the north, south, and west of the Project Site consist predominantly of a mix of industrial and commercial uses. The nearest sensitive land uses in the vicinity of the proposed East Park are residential uses, located approximately 350 feet to the north of the Project Site, along South Clarence Street. The nearest sensitive land use in the vicinity of the proposed West Park is a residential development referred to as the "Brick Lofts," which is located approximately 700 feet south of the Project Site, near the intersection of Mateo Street and Jesse Street.

Additional residential land uses are located approximately 700 feet east of the proposed East Park, across U.S. 101.

4.1.2 Environmental Consequences

4.1.2.1 Construction Impacts

During construction, the principal sources of pollutant emissions would be fugitive dust and engine exhaust from construction equipment. As described in the *Air Quality and Greenhouse Gas Impact Assessment* (AMBIENT Air Quality & Noise Consulting, 2019a) prepared for the proposed Project, short-term construction of the proposed Project is projected to result in increased nitrous oxide (NO_x) emissions that would exceed SCAQMD's recommended significance threshold (100 pounds per day).

Breathing air with high concentrations of NO_x, particularly NO_2, could be harmful to the human respiratory system and can aggravate respiratory diseases. People with asthma, children, and the elderly are at greater risk for the health effects of NO_x. NO_x can also react with other chemicals in the air to form particulate matter and ozone, which can be harmful to the respiratory system when inhaled (U.S. Environmental Protection Agency, 2016).

To reduce construction-generated emissions, measures related to NO_x emissions would be implemented (see **MM-AQ-1** and **MM-AQ-2**). With the use of off-road equipment meeting Tier 4 emission standards, maximum daily emissions of NO_x would be reduced and would not exceed SCAQMD's daily significance threshold. Proposed construction activities would be required to comply with SCAQMD's Rule 402 (Nuisance) and Rule 403 (Fugitive Dust), which identify measures that would be implemented for the control of fugitive dust generated during onsite ground-disturbance activities (see **MM-AQ-3**). With implementation of **MM-AQ-1** and **MM-AQ-3**, the proposed Project would not likely result in the exposure of sensitive receptors to substantial pollutant concentrations created by construction activities.

Construction projects can result in short-term increases of toxic air contaminants (TAC), as well as emissions of airborne fugitive dust. TACs are also known to have adverse health effects, ranging from eye irritation to increased cancer risks and neurological damage (California Office of Environmental Health Hazard Assessment, 2018). The SCAQMD has developed localized significance thresholds (LST) for the evaluation of short-term localized air quality impacts. The LSTs are based on CAAQS, which have been established to provide a margin of safety regarding the protection of public health and welfare. Based on the *Air Quality and Greenhouse Gas Impact Assessment*, construction-generated emissions would not exceed SCAQMD corresponding LSTs (AMBIENT Air Quality & Noise Consulting, 2019a).

Health risks associated with DPM are primarily associated with potential cancer risks. The dose to which receptors are exposed is the primary factor used to determine carcinogenic health risks. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. The calculation of cancer risk associated with exposure to TACs are typically calculated based on a 25- to 30-year period of exposure. However, such assessments should be limited to the period and duration during which exposure occurs.

Assuming that construction activities involving the use of diesel-fueled equipment would occur over an approximate thirty-month period, project-related construction activities would constitute less than eight percent of the typical exposure period. As a result, because the use of off-road heavy-duty diesel

equipment would be temporary and episodic occurring over a relatively large area, and the highly dispersive properties of DPM, project construction would not expose sensitive receptors to substantial emissions of DPM in excess of applicable thresholds. In addition, **MM-AQ-1** through **MM-AQ-3** would require implementation of various measures that would reduce construction-generated emissions, including the use of Tier 4 off-road equipment and newer on-road haul trucks, which would reduce construction-generated DPM.

The Project Site is not located in an area of naturally occurring asbestos. In addition, the proposed Project would not involve the demolition of structures having asbestos-containing materials.

The occurrence and severity of odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and regulatory agencies.

No major sources of odors have been identified in the project area. However, construction of the proposed Project would involve the use of a variety of gasoline or diesel-powered equipment that would emit exhaust fumes. Exhaust fumes, particularly diesel-exhaust, may be considered objectionable by some people. In addition, pavement coatings and architectural coatings used during project construction would also emit temporary odors. However, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly within increasing distance from the source. As a result, short-term construction activities would not expose a substantial number of people to frequent odorous emissions.

4.1.2.2 Operational Impacts

As described in the *Air Quality and Greenhouse Gas Impact Assessment*, long-term operational emissions of criteria air pollutants would not exceed SCAQMD's significance thresholds (AMBIENT Air Quality & Noise Consulting, 2019a). The proposed Project would result in an overall emissions reduction when compared to the existing industrial uses that were removed.

The proposed Project is located in an area with relatively high background pollutant concentrations. Major emission sources in the Project Area include the UP LATC railyard and the Four Commerce Railyards. Background health risk from the UP LATC railyard and the Four Commerce Railyards is estimated to range from 10 and 50 in a million. In 2005, the CARB published the *Air Quality and Land Use Handbook: A Community Health Perspective*, which recommended that sensitive land uses be located approximately 500 feet from major freeways or urban roads having high heavy-duty truck volumes with overall traffic volumes of 100,000 vehicles per day. Major roadways in the Project Area include Interstate 5 and U.S. 101. Patrons of the park may be exposed to high background pollutant concentrations from nearby existing sources, including vehicle traffic on area roadways. However, the proposed Project would not include the installation of major stationary sources of emissions, nor would the proposed Project generate substantial increases in diesel vehicle traffic that would contribute substantially to background pollutant concentrations.

Onsite emission sources associated with the proposed Project would be primarily associated with the operation of natural-gas fired water heaters, which would generate daily emissions of NO_x; however,

operational emissions would not exceed SCAQMD LSTs. Emissions of criteria air pollutants from other sources would be negligible.

Carbon monoxide (CO) is the primary criteria air pollutant of local concern associated with the proposed Project. Under specific meteorological and operational conditions, such as near areas of heavily congested vehicle traffic, CO concentrations may reach unhealthy levels. Mobile-source emissions of CO are a direct function of traffic volume, speed, and delay. Under normal meteorological conditions, localized concentrations of CO disperse rapidly with increased distance from the source. For this reason, modeling of mobile-source CO concentrations is typically recommended for sensitive land uses located near signalized roadway intersections that are projected to operate at unacceptable LOS (i.e., LOS E or F).

Localized CO concentrations associated with the proposed Project would not be substantial if (1) traffic generated by the proposed Project would not result in deterioration of a signalized intersection to a LOS E or F; or (2) the proposed Project would not contribute additional traffic to a signalized intersection that already operates at LOS of E or F. Based on the *Traffic Impact Analysis* prepared for the proposed Project, existing signalized intersections in the Project Area operate at LOS D, or better (Kimley-Horn and Associates, Inc., 2019a). During operation (with or without event conditions), signalized intersections primarily affected by the proposed Project would continue to operate at LOS D, or better.

No major sources of odors have been identified in the Project Area. In addition, the proposed Project would not include the installation of any major sources of odors.

4.1.3 Best Management Practices

BMP-AQ-1: SCAQMD Rules and Regulations

The contractor shall implement measures to ensure that all construction activities are consistent with SCAQMD rules and regulations.

BMP-AQ-2: Construction Worker Incentives

The City shall offer ride-share and transit incentives for construction workers to reduce emissions associated with motor vehicle use.

BMP-AQ-3: Construction Equipment Maintenance

The contractor shall maintain construction equipment by conducting regular tune-ups according to the manufacturers' recommendations.

4.1.4 Mitigation Measures

MM-AQ-1: Newer/Tier 4 Engines in Haul Trucks and Construction Equipment

- 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 CARB or SCAQMD operating permit at the time of mobilization of each applicable unit of equipment shall be provided.

- 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.

MM-AQ-2: Construction Equipment Requirements

- 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.

MM-AQ-3: Fugitive Dust Controls

- 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.
- 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 PM_{10}. 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.

4.2 Hazards and Hazardous Materials

The information in this section is based on the *Phase II Environmental Site Assessment* (*Phase II ESA*) (Hushmand Associates, Inc., 2019) and *Draft Human Health Risk Assessment* (HHRA) (The Fehling Group, LLC, 2019) prepared for the proposed Project.

4.2.1 Affected Environment

The proposed Project Site is in an urban area with industrial and commercial land uses. The Project Site is currently being used for the construction of the Sixth Street Viaduct. The Project Site is surrounded by several commercial buildings to the west and east, open lots, and connecting and underlying roadways. Based on historic sources, the Project Site vicinity has remained the same since the 1980s. The Los Angeles River and the rail lines have been present since the 1890s (Earth Mechanics, Inc., 2014).

4.2.1.1 Previous Site Investigations and Database Review

Previous site investigations were completed at the Project Site by Hushmand Associates, Inc. (2015 and 2016), Earth Mechanics, Inc. (2013 and 2014), and Rincon (2015 and 2016) for the proposed Project and Viaduct Replacement Project. The results of the review and screening indicate six zones with soil contamination classifying the soil as California (Non-RCRA) Hazardous Waste or RCRA Hazardous Waste, and two zones with soil gas contamination. In addition, two areas are within the Methane Zone or had methane detected and are subject to methane mitigation requirements established by the Los Angeles Department of Building and Safety. Hazardous materials issues were also identified in the Project Area at the following locations: Parcel 18.1 at 631 South Anderson Street; Parcel 18.2 at 625 South Anderson Street; Metro 20 (prior Butterfield Property) site at 590 South Santa Fe Avenue; Parcel 32; and AT Mateo Site at 555 Mateo Street. The following data sources were reviewed for information on hazardous materials sites in the Project Area: Cortese List, EnviroStor Database, and GeoTracker Database (California Environmental Protection Agency, 2012).

4.2.1.2 Phase II Site Investigation

A *Phase II ESA* was prepared for the proposed Project and determined that soils contaminated with heavy metals and soil gases were found at a few sample sites in the Project Area. The *Phase II ESA* concluded that the types and extent of contamination (e.g., heavy metals and hydrocarbons in near surface soils) is typical for areas with industrial and commercial land uses, with the exception of the areas adjacent to the Metro 20 site and two zones with soils classified as RCRA Hazardous Waste due to heavy metal contamination (Hushmand Associates, Inc., 2019). As identified in the *Phase II ESA*, the hazards and hazardous materials of concern in the Project Site include Title 22 Heavy Metals, polychlorinated biphenyls (PCB), volatile organic compounds (VOC), total petroleum hydrocarbons (TPH), lead and aerially deposited lead, and methane.

4.2.1.3 Human Health Risk Assessment

The HHRA identified the following chemicals of potential concern (COPC) in soil or soil gas that contribute to the overall Project Site risk (The Fehling Group, LLC, 2019): arsenic, lead, other metals (antimony, barium, cadmium, copper, mercury, nickel, selenium, silver, and zinc), and non-metals (TPHs, VOCs, semi-volatile organic compounds [SVOC], PCBs, and organochlorine pesticides [OCP]).

4.2.1.4 Sensitive Receptors

Sensitive receptors are those members of the population that are most sensitive to exposure to hazardous materials, and they can be found in areas that include residences, hospitals, elder-care facilities, rehabilitation centers, elementary schools, daycare centers, and parks (see **Table 4-1**). The Project Area is primarily surrounded by industrial and commercial land uses immediately adjacent to the north, south, and west. However, residences, schools, 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.

The nearest residences in the vicinity of the proposed East Park are the Pico Gardens residences approximately 350 feet northeast of the Project Site, along South Clarence Street. The nearest residences in the vicinity of the proposed West Park is a residential development referred to as the "Brick Lofts," which is approximately 700 feet south of the Project Site, near the intersection of Mateo Street and Jesse Street. Additional residences in the vicinity of the proposed Project are included in **Table 4-1**.

Table 4-1: Sensitive Receptors

Property Name	Address	Distance from Project Area
Residences		
Pico Gardens	Housing community bordered by Fourth St. to the north, U.S. 101 to the east, South Clarence St. to the west, and Inez St. to the south	Less than 0.1-mile northeast of Project Area
Coronel Village	935 S Boyle Ave. Los Angeles, CA 90023	Less than 0.1 mile south of Project Area

Property Name	Address	Distance from Project Area
Brick Lofts LLC	652 Mateo St. Los Angeles, CA 90021	Less than 0.1 mile south of Project Area
Toy Factory Lofts	1855 Industrial St. Los Angeles, CA 90021	Less than 0.1 mile south of Project Area
Joint Living and Working Quarters	East Fourth St. and Anderson St.	0.1 mile east of Project Area
AMP Lofts	695 South Santa Fe Ave. Los Angeles, CA 90021	0.2 mile south of Project Area
One Santa Fe	300 South Santa Fe Ave. Los Angeles, CA 90013	0.2 mile north of Project Area
Telacu Pico Aliso	1450 East First St. Los Angeles, CA 90033	0.3-mile northeast of Project Area
Pueblo del Sol	1400 Gabriel Garcia Marquez St. Los Angeles, CA 90033	0.6 mile north of Project Area
Hospitals		
Guadalajara Medical Clinic	2705 Whittier Blvd. Los Angeles, CA 90023	0.3 mile east of Project Area
Community Centers		
PUENTE Learning Center	501 South Boyle Ave. Los Angeles, CA 90023	0.5 mile east of Project Area
Boyle Heights Technology Youth Center	1600 East Fourth St. Los Angeles, CA 90033	0.5 mile east of Project Area
Elder-Care Facilities		
La Modern Living Inc.	900 East Fourth St. Los Angeles, CA 90013	0.6 mile west of Project Area
Hollenbeck Terrace	610 South St Louis St. Los Angeles, CA 90023	0.5 mile east of Project Area
Rehabilitation Centers		
Fusion Physical Therapy	943 South Boyle Ave. Los Angeles, CA 90023	0.5 mile southeast of Project Area

Property Name	Address	Distance from Project Area
Schools		
Felicitas and Gonzalo Mendez High School	1220 Plaza Del Sol East Los Angeles, CA 90033	0.6 mile north of Project Area
Dolores Mission School	170 South Gless St. Los Angeles, CA 90033	0.5-mile northeast of Project Area
SIATech Boyle Heights Charter School	501 South Boyle Ave. Los Angeles, CA 90033	0.5 mile east of Project Area
St. Mary Catholic School	416 South St Louis St. Los Angeles, CA 90033	0.7 mile east of Project Area
Boyle Heights High School	544 South Matthews St. Los Angeles, CA 90033	0.6 mile east of Project Area
Para Los Niños Charter Elementary School	1617 East Seventh St. Los Angeles, CA 90021	0.6 mile west of Project Area
Hollenbeck Middle School	2510 East Sixth St. Boyle Heights, CA 90023	0.5 mile east of Project Area
Metropolitan High School	727 Wilson St. Los Angeles, CA 90021	0.4 mile west of Project Area
School of Santa Isabel	2424 Whittier Blvd. Los Angeles, CA 90023	0.3 mile east of Project Area
Bishop Mora Salesian High School	960 South Soto St. Los Angeles, CA 90023	0.3 mile east of Project Area
Soto Street Elementary School	1020 South Soto St. Los Angeles, CA 90023	0.5 mile south east of Project Area
Proposed Knowledge is Power Program in Los Angeles Elementary School	443 S Soto St. Los Angeles, CA 90033	0.6-mile northeast of Project Area
Daycare Centers		
DMWC Day Care	157 South Gless St. Los Angeles, CA 90033	0.5 mile north of Project Area
Garden of Progress Head Start	360 South Gless St. Los Angeles, CA 90033	0.4-mile northeast of Project Area
The Tina & Rick J. Caruso Early Education Center	845 East Sixth St.	0.5 mile west of Project Area

Property Name	Address	Distance from Project Area
	Los Angeles, CA 90021	
Park Place Head Start	2630 Seventh St. Los Angeles, CA 90023	0.6 mile southeast of Project Area
Parks		
Hollenbeck Park	415 South St Louis St. Los Angeles, CA 90033	0.6 mile north of Project Area
Religious Institutions		
St. Francis Xavier Church - Japanese Catholic Center	222 South Hewitt Street in Los Angeles	0.6-mile northwest of Project Area
Weller Street Baptist Church	129 South Gless Street in Los Angeles	0.4-mile northeast of Project Area
Dolores Mission Church	320 South Gless Street in Los Angeles	0.4-mile northeast of Project Area
Pico Gardens Foursquare Church	320 South Gless Street in Los Angeles	0.4-mile northeast of Project Area
St. Mary's Catholic Church	407 South Chicago Street in Los Angeles	0.5-mile northeast of Project Area
Santa Isabel Church	918 South Soto Street in Los Angeles	0.2 mile southeast of Project Area

4.2.2 Environmental Consequences

4.2.2.1 Construction Impacts

Proposed 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. 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. These laws include RCRA, which includes requirements for hazardous solid waste management; SCAQMD Rules; the Department of Toxic Substances Control (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 LAFD, Hazardous Materials Unit, which include requirements for the use and storage of hazardous materials. In addition, the transportation of hazardous wastes and materials would be conducted in compliance with United States Department of Transportation (U.S. DOT) hazardous materials regulations. A SWPPP would also be developed in accordance with National Pollutant Discharge Elimination System (NPDES) permitting requirements and would include construction BMPs to prevent spills or leaks of toxic or hazardous

materials. The project area would be remediated to the standards and the requirements of the regulating agencies prior to beginning construction.

There are no Hazardous Waste and Substances Sites in the Project Area that are included on the Cortese List (Government Code Section 65962.5). However, the site investigation from the *Phase II ESA* found contaminated soil and groundwater plumes in the Project Site (i.e., heavy metals, lead, TPH, VOCs, and soil gas). Although the Metro 20 site is not within the boundaries of the proposed Project Site, soils within the Project Site just south of the Metro 20 site were found to be contaminated with VOCs. A groundwater and deep soil cleanup action is ongoing at this location under a Voluntary Cleanup Agreement between Metro, the United States Environmental Protection Agency (U.S. EPA), and DTSC. With implementation of **BMP-HAZ-1**, the City would coordinate with these agencies during construction activities to minimize risks to the public or the environment.

Although the site is outside the boundaries of the proposed Project Site, the AT Mateo site is another area of concern. This site has undergone remediation under DTSC oversight, and is currently certified for unrestricted land use. However, there is potential for previously unidentified contamination to be discovered. With implementation of **BMP-HAZ-1**, the City would coordinate with DTSC during construction activities to minimize risks to the public or the environment.

The HHRA evaluated potential health risks for construction workers based on carcinogenic health risk and noncarcinogenic health risk thresholds. Based on the findings in the HHRA, carcinogenic health impacts associated with construction workers would not be substantial and neither mitigation nor remedial actions would be required. However, total petroleum hydrocarbons, diesel range organics (TPH-DRO) and lead levels exceeded noncarcinogenic health risk thresholds. Based on these findings, the HHRA preliminarily recommended mitigation and/or corrective action at these locations. However, proposed remedial actions are conservatively estimated and additional site characterization may reduce the need for remediation in some of the PARC Areas. (The Fehling Group, LLC, 2019).

As discussed in Section 4.2.1, the *Phase II ESA* identified areas within the Project Site with soils that could potentially classify as RCRA hazardous waste. The *Phase II ESA* and HHRA included remediation recommendations, which would be implemented as mitigation measures **MM-HAZ-1** through **MM-HAZ-6** (see Section 4.2.4 for additional information). Portions of the proposed Project would be located within the City's Methane and Methane Buffer Zone. As such, the construction of facilities (e.g., buildings, underground vaults with access, and certain paved areas) in these zones must meet the requirements of City Ordinance 175790 and Division 71, Methane Seepage Regulations (see **MM-HAZ-6** in Section 4.2.4).

With implementation of these measures, the Project Site would be remediated to standards acceptable by LACoFD (Hushmand Associates, Inc., 2019). Health risks to construction workers during construction activities (i.e., excavating, trenching, and transporting soil) would be reduced below thresholds established by the California Environmental Protection Agency (CalEPA) and U.S. EPA. Therefore, adverse health effects to construction workers are not expected to occur. Under these standards, the concentrations of contaminants of concern would not pose health risks to construction workers or the public.

4.2.2.2 Operational Impacts

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. Hazardous materials would be properly handled, contained, transported, and disposed of in compliance with applicable laws and regulations, which may include the RCRA, the DTSC Environmental Health Standards for the Management of Hazardous Waste, the provisions of the LAFD Hazardous Materials Unit, OSHA and the Cal/OSHA safety standards, and U.S. DOT hazardous materials regulations.

The proposed Project would develop a park on land that was previously occupied by industrial and commercial uses and has documented contaminated soils. Potential health risks associated with a residential scenario (i.e., unrestricted land use) for a park user were quantified and evaluated based on the carcinogenic health risk (ILCR) and noncarcinogenic health risk (HI) thresholds. ILCR values were below the CalEPA and U.S. EPA *de minimis* risk target of $1x10^{-6}$ or within the commonly applied risk management range ($1x10^{-6}$ to $1x10^{-4}$) for all PARC Areas. The ILCR for the residential receptor (i.e., park user) in one portion of the Project Site (PARC Area 6 as identified in the *Phase II ESA*) was $1.1x10^{-6}$, which slightly exceeds the *de minimis* level. Therefore, the HHRA recommended soil gas sampling in this area (see **MM-HAZ-5**). If soil gas samples in this area yield ILCR values below the *de minimis* risk target or within the risk management range, the HHRA determined that carcinogenic health impacts would be less than significant and mitigation and/or remedial actions would not be required. If ILCR values are above the risk management range, additional mitigation and/or remedial actions would be required.

The HI exceeds the regulatory benchmark of 1.0 in almost all portions of the Project Site, primarily due to TPH-DRO. In addition, lead exceeded its screening level in several areas. The TPH-DRO and lead exceedances are commonly driven by a limited number of samples within limited areas. The HHRA indicated that additional site characterization may further reduce health risks below CalEPA and U.S. EPA thresholds such that the need for remediation in some portions of the Project Site may be reduced.

With implementation of the remediation recommendations from the *Phase II ESA* and the HHRA (**MM-HAZ-1** through **MM-HAZ-6**), the Project Site would be remediated to standards acceptable by LACoFD. Following remediation, health risks to residential receptors (i.e., park users) associated with COPCs would be reduced below CalEPA and U.S. EPA thresholds. Therefore, adverse health effects to residential receptors (i.e., park users) are not expected to occur.

4.2.3 Best Management Practices

BMP-HAZ-1: Coordination with Regulatory Agencies

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.

BMP-HAZ-2: Compliance with SCAQMD Rules and Regulations

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.

4.2.4 Mitigation Measures

MM-HAZ-1: Remediation Category 1A

The City shall be required to implement the following measures in areas where RCRA Level Heavy Metals, PCBs, or TPH DRO will be excavated and disposed of at Class 1 Hazardous Waste Landfills:

- 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.[3]
- 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 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 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.

MM-HAZ-2: Remediation Category 2A

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:

- 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.[3]
- 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

[3] These figures are included in the Draft Environmental Impact Report prepared for the proposed Project.

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 spillage or windblown loss of soil during transport. These controls will be verified and monitored by an independent third party.
- 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.

Remediation Category 2B

In addition to the measures above, the following measures shall be implemented in areas where VOCs were observed in soil gases:

- 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 Certified Unified Program Agencies (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 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.

- 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 cleanup goals.
- Excavated areas will be backfilled with certified clean soil.

MM-HAZ-3: Remediation Category 3: 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:

- 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 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.
- 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 will require several steps as follows:
    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 gases and pressure in the soil gas, the systems can include several of the following components:

- Shallow excavation (three to four feet 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

MM-HAZ-4: Remediation Category 4

The City shall be required to implement the following measures in areas within Caltrans ROW where soil contains aerially deposited lead (ADL):

- 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.

MM-HAZ-5: Soil Gas Sampling

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.

Ambient air and soil gas samples shall be tested for VOCs. If soil gas samples in PARC Area 6 yield ILCR values below the *de minimis* risk target or within the risk management range, no further mitigation and/or remedial actions will be required. If ILCR values are above the *de minimis* risk target, additional remedial actions will be taken to lower values to within the risk management range, such as applying SVE to a maximum depth of 15 to 20 feet bgs.

MM-HAZ-6: Methane Mitigation and Testing

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.

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.

4.3 Hydrology and Water Quality

The analysis in this section is based on the *Preliminary Hydrology and Hydraulics Report* (Tetra Tech, 2018a), the *Conceptual Low Impact Development Report* (Tetra Tech, 2018b), and the *Geotechnical Site Investigation* report (Hushmand Associates, Inc., 2018) prepared for the proposed Project.

4.3.1 Affected Environment

The Project Area is heavily urbanized with commercial and industrial properties. The majority of the Project Area is a construction site for the Viaduct Replacement Project, consisting of bare, exposed ground. In the Project Area, the LA 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. Within the Project Area, USACE operates and maintains the flood control channel (US Army Corps of Engineers, n.d.).The LA River flows south through the Project Area and discharges to an estuary in Queensway Bay in the Long Beach Harbor.

The portion of the LA River that passes through the Project Area is the Upper Los Angeles River Reach 2 (Carson to Figueroa Street). This reach is listed as an impaired water body under Section 303(d) of the Clean Water Act, which is a water body that fails to meet standards for specific pollutants. According to the 2012 303(d) list, the Upper Los Angeles River Reach 2 is listed for coliform bacteria, oil, ammonia, copper, lead, nutrients (algae), and trash (California State Water Resources Control Board, 2012). Existing beneficial uses for Los Angeles River Reach 2 include ground water recharge and warm freshwater habitat; potential beneficial uses for this water body include municipal and domestic supply, industrial service supply, and wildlife habitat. Receiving waters downstream of the Project Site with water quality impairments include LA River Reach 1 (Estuary to Carson Street), LA River Estuary (Queensway Bay), and San Pedro Bay Near/Off Shore Zones.

The Project Site currently consists of vacant lots and a construction site for the Viaduct Replacement Project. The Project Area is primarily pervious, with the exception of paved roadways and a few areas of asphalt and concrete paving. Impervious surfaces make up approximately 3.55 acres of the Project Site (28 percent). Runoff generally sheet flows across the Project Site into the adjacent roadways, where it is drained by several separate stormwater drains systems that run along the major streets in the Project Area and ultimately drain into the LA River. The City and LA County maintain the existing catch basins in the Project Area, and the City maintains the storm drains in the Project Area. There are no known existing capacity issues associated with the stormwater drainage facilities that receive flows from the Project Site (Los Angeles County Department of Public Works, n.d.). The topography throughout the Project Site is relatively flat. Recent improvements to the hydraulic performance of the LA River have resulted from the removal of the center pier of the Viaduct, which was demolished during construction of the Viaduct Replacement Project.

The Project Area is in the Central Subbasin (Subbasin), which covers an area of approximately 177,000 acres in the southeastern portion of the Coastal Plain of Los Angeles Groundwater Basin (California Department of Water Resources, 2004). The Subbasin has not been identified as a critically over drafted basin (i.e., the average annual amount of groundwater extraction exceeds the long-term average annual supply of water to the basin) (California Department of Water Resources, 2016).

Based on the Foundation Report for the Viaduct Replacement Project, measured groundwater elevations varied significantly throughout the Project Area and ranged from 170.9 to 228 feet (Earth Mechanics, Inc., 2015). Groundwater was not encountered in any of the boreholes performed during the investigations for the proposed Project (Hushmand Associates, Inc., 2018). This is likely because soil boring depths for the Viaduct Replacement Project, which varied from 3 to 200 feet, were deeper than the boring depths for the proposed Project, which varied from 5.67 to 39.08 feet (Earth Mechanics, Inc., 2015; Hushmand Associates, Inc., 2018). In addition, groundwater may fluctuate due to factors such as seasonal variation, nearby construction, irrigation, or other man-made and natural influences (Earth Mechanics, Inc., 2015).

As described in Section 4.2, the Metro 20 site at 590 South Santa Fe Avenue is in the process of implementing remediation of a groundwater contamination plume that extends under the proposed Arts Plaza. The work is being performed under a Voluntary Cleanup Agreement between Metro, the U.S. EPA, and the DTSC.

There is one groundwater supply well that is within the Project Area, located on East Sixth Street near South Clarence Street (California State Water Resources Control Board, 2017). There are several groundwater wells in proximity to the Project Area: 11 environmental monitoring wells near Mateo Street and Seventh Street (approximately 780 feet south of Project Site) and three environmental monitoring wells near Palmetto Street and Seaton Street (approximately 880 feet northwest of Project Site).

The Project Area is included on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map Numbers 06037C1637F and 06037C1636F (Federal Emergency Management Agency, 2008). The Project Area includes the LA River, which is a major floodway; however, flood water is confined within the levees. The remaining portions of the Project Area are located in Zone X, which are areas determined to be outside of the 500-year floodplain.

4.3.2 Environmental Consequences

4.3.2.1 Construction Impacts

Construction of the proposed Project would result in a net increase of impervious surfaces. The net impervious surface area that would be added (1.4 acres) represents 11 percent of the approximately 12.6-acre project site and .001 percent of the 177,000-acre Subbasin. Therefore, the reduction of area for surface recharge would be relatively minor when compared to the area of the Subbasin. Because the Subbasin is not critically over drafted, and given the average precipitation of the Subbasin (12 inches) and depth to groundwater at the Project Site (170.9 to 228 feet), the increase in impervious surface area is not anticipated to substantially reduce groundwater levels. The proposed Project would not 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.

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.

The proposed Arts Plaza is underlain with contaminated soil and groundwater from the Metro 20 site. The site is currently undergoing remediation under a Voluntary Cleanup Agreement between Metro, U.S. EPA, and DTSC. Proposed construction activities would include grading of the entire Project Site and excavation to remove hazardous soils. The handling, storage, and disposal of contaminants would comply with all applicable federal, state, and local requirements. The Project Site would be remediated to standards acceptable by LACoFD, thereby reducing the area affected by contaminants. Therefore, proposed construction activities would not worsen the existing contamination. The City would coordinate with Metro, U.S. EPA, and DTSC during construction activities. Any non-stormwater discharge would be controlled and properly disposed of through the sanitary sewer system or transported to an approved processing facility to prevent the further contamination of site soils and groundwater. In addition, all construction activities would adhere to the requirements outlined in the SWPPP and Construction General Permit to prevent contaminated stormwater from percolating into the ground.

There is one water supply well in the Project Area. Proposed construction activities would 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 would be subject to the provisions of the CWA and Porter-Cologne Act; NPDES permitting requirements; and other federal, state, and local requirements to ensure that stormwater pollutants resulting from construction would not substantially degrade water quality. A SWPPP would also be prepared, which would require the implementation of water quality construction BMPs to prevent, control, and reduce stormwater pollutants. Therefore, the proposed Project would not contaminate rivers, lakes, reservoirs, springs, or groundwater wells used as sources for drinking water.

During construction of the reinforced concrete planted terraces, construction equipment would be staged within the LA River channel. Therefore, there is potential for construction equipment to leak substances that would contaminate stormwater and groundwater. However, the proposed Project would implement stormwater BMPs identified in the municipal separate storm sewer systems (MS4) permit and SWPPP, which would prevent pollutants generated in the construction staging area from percolating into the groundwater. As described in Section 3.3, vehicles and equipment would be checked daily for fluid and fuel leaks, and drip pans would be placed under all equipment that is parked and not in operation. In addition, equipment would only be staged within the LA River channel during the dry season (April 15 to October 15) to prevent the generation of runoff that could contaminate groundwater.

Construction staging during Phase I would be confined to the Project Site in areas outside of the LA River. However, Phase II construction activities for the proposed River Gateway (i.e., installing anchors into the existing slope liner, transporting soil, constructing concrete terraces, and potential future landscaping) would occur within the 100-year flood hazard area.

To minimize impacts related to flooding, all construction activities within the LA River are anticipated to be performed during the dry season (April 15 through October 15). A water diversion plan is not anticipated for the proposed Project because Phase II construction activities; however, if work in a

flowing stream is unavoidable, a water diversion plan would be required, and the entire stream flow would be diverted around the work area by a barrier, temporary culvert, new channel, or other means approved by the California Department of Fish and Wildlife (CDFW). Should water diversion be necessary, a 401/404 permit would be required (**BMP-HYDRO-13**).

An emergency evacuation plan would 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 would cease and protective measures to prevent siltation/erosion would be implemented/maintained. With the implementation of BMPs, alterations to drainage patterns during construction in the LA River channel would not result in substantial erosion or siltation onsite or offsite.

As discussed above, the concrete terraces would be constructed above the ordinary high water mark (see **Figure 2-6**), In addition, the removal of the center pier of the former Viaduct in 2016 reduced the water surface elevation of the LA River by about 13.8 feet (HNTB Corporation, 2015). Construction of the terraces would not raise the water surface elevation to levels greater than 13.8 feet (i.e., pre-Viaduct demolition conditions). Therefore, impacts to the capacity of the LA River are not anticipated. Proposed Project construction would not place structures within a 100-year flood hazard area that would impede or redirect flood flows. In addition, proposed Project construction would not cause flooding during the projected 50-year developed storm event that would have the potential to harm people or damage property.

4.3.2.2 Operational Impacts

The proposed Project would result in the addition of paved surfaces; however, the increase in impervious surface area would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. Vegetated biofiltration basins and below-grade capture and use systems would be installed to treat runoff for pollutants of concern, including sediments, oil and grease, metals, organic materials, and nutrients. Therefore, the proposed Project would not result in an increased level of groundwater contamination. In addition, the proposed Project would not contaminate rivers, lakes, reservoirs, springs, or groundwater wells used as sources for drinking water.

The proposed Project would increase the impervious surface area of the Project Site, which could result in increased stormwater runoff draining to the LA River. Therefore, the proposed Project could marginally increase flooding onsite or offsite. However, the proposed Project would include the installation of storm drainage systems to convey runoff to the existing main line systems. The existing systems had sufficient capacity to convey runoff from the Project Site, when it was fully developed, with nearly 100 percent impervious surface cover (prior to the construction of the Viaduct Replacement Project). Therefore, the existing stormwater drainage systems would accommodate runoff from the proposed Project Site, which would be more pervious than the pre-Viaduct demolition conditions.

The construction of reinforced concrete planted terraces would result in modifications to the LA River channel that could reduce the overall capacity of the LA River and impede or redirect flood flows during high flows. However, the proposed Project would not introduce structures that would raise the water surface elevation to levels greater than 13.8 feet (i.e., pre-Viaduct demolition conditions) (HNTB Corporation, 2015). Any impacts to the hydraulic performance of the LA River through the construction of reinforced concrete planted terraces are anticipated to be significantly offset by the Viaduct

Replacement Project. Therefore, when considered cumulatively with the Viaduct Replacement Project, the proposed reinforced concrete planted terraces terracing and concrete planters are not anticipated to impact flooding within the LA River.

There are no properties located within special flood hazard areas subject to inundation. Therefore, the proposed Project is not anticipated to cause flooding during the projected 50-year developed storm event that would have the potential to damage property. However, existing access to the LA River channel would be maintained through the LA River Access Tunnel, which would be subject to inundation. Therefore, the proposed Project could cause flooding during the projected 50-year developed storm event that would have the potential to harm people.

Safety measures would be added to the LA River Access Tunnel entry point within the Arts Plaza to deter the public from entering the tunnel during a storm event (e.g., vehicular deterrents such as bollards and safety warning devices). In addition, the City would develop a public safety plan to reduce the potential for flooding to cause harm to the public (**MM-HYDRO-1**). The public safety plan would include protocols for protecting pedestrians and potential homeless populations in the LA River Access Tunnel during flood conditions. With implementation of **MM-HYDRO-1**, the proposed Project would not cause flooding during the projected 50-year developed storm event, which would have the potential to harm people or damage property or sensitive biological resources.

4.3.3 Best Management Practices

The following structure source control BMPs, based on the City's LID handbook, would be implemented during construction and/or operation of the proposed Project, as applicable:

BMP-HYDRO-1: Construction Drainage Design

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.

BMP-HYDRO-2: Off-Site Sediment Transport

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.

BMP-HYDRO-3: Storm Drain Message and Signage

Existing and proposed storm drain catch basins within the vicinity of the Project Site shall be marked and maintained.

BMP-HYDRO-4: Outdoor Material Storage Area Design

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.

BMP-HYDRO-5: Outdoor Trash Storage Area Design

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.

BMP-HYDRO-6: Employee Training

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.

BMP-HYDRO-7: Common Area Landscape Management

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.

BMP-HYDRO-8: Common Area Litter Control

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.

BMP-HYDRO-9: Common Area Catch Basin Inspection

Catch basins shall be inspected and maintained, at a minimum, yearly and prior to the rainy season.

BMP-HYDRO-10: Street Sweeping Parking Lots

The parking plaza shall be vacuum swept, at a minimum, yearly and prior to the rainy season.

BMP-HYDRO-11: BMP Maintenance

Proposed structural source controls, non-structural source controls, and LID BMPs shall be maintained as outlined in the Operations and Maintenance Plan that will be developed for the proposed Project.

BMP-HYDRO-12: Structural and LID BMPs

- 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 conveyed through proposed local storm drainage systems to new connections to the existing storm drainage system.
- 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.

BMP-HYDRO-13: Regulatory Requirements for Water Quality

- 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 requirements to ensure that stormwater pollutants resulting from construction will not substantially degrade water quality.
- 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 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.
- 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, thereby reducing the area affected by contaminants.

4.3.4 Mitigation Measures

MM-HYDRO-1: Public Safety Plan

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 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.

4.4 Noise

The information in this section is based on the *Noise Impact Assessment* prepared for the proposed Project (AMBIENT Air Quality & Noise Consulting, 2019b).

4.4.1 Affected Environment

Existing land uses located to the north, south, and west of the Project Site (i.e., project footprint) consist predominantly of a mix of industrial and commercial uses. The nearest noise-sensitive land uses in the vicinity of the proposed East Park are residential uses located approximately 350 feet to the north of the proposed East Park, along S. Clarence Street. The nearest noise-sensitive land use in the vicinity of the proposed West Park is a residential development referred to as the "Brick Lofts", which is located approximately 700 feet south of the proposed West Park, near the intersection of Mateo Street and Jesse Street. Additional residential land uses are located approximately 700 feet to the east of the proposed East Park, across U.S. 101.

Other noise-sensitive land uses are over 1,500 feet from the Project Area. The nearest schools are School of Santa Isabel and Bishop Mora Salesian High School, both approximately 1,600 feet east of the Project Area (proposed East Park). Hollenbeck Park, the nearest recreation area, is approximately 3,200 feet northeast of the Project Area (proposed East Park). The nearest place of worship is Santa Isabel Church, approximately 1,600 feet east of the Project Area (proposed East Park). Benjamin Franklin Library, approximately 3,700 feet northeast of the Project Area, is nearest library (proposed East Park).

The existing noise environment was determined at various locations in the vicinity of the Project Site as part of the *Noise Impact Assessment*. As indicated in the *Noise Impact Assessment*, measured ambient noise levels ranged from approximately 61-65 dBA (A-weighted decibels) L_{eq} (energy-equivalent noise level) during the daytime hours and from approximately 52-60 dBA L_{eq} during the evening and nighttime hours. In general, nighttime noise levels are approximately 5-10 dB lower than daytime noise levels.

Based on the measurements conducted, ambient noise levels in the proposed Project Site vicinity are largely influenced by vehicle traffic on area roadways. Existing traffic noise levels along area roadways ranged from approximately 50 to 67 dBA CNEL (community equivalent noise level) at 50 feet from the near-travel-lane centerline. Additional major noise sources in the Project Area include trains traveling along UPRR and Metrolink rail lines, which are generally located along the west and east banks of the LA River. Railroad noise levels are largely dominated by freight train traffic. Based on the *Noise Impact Assessment*, existing noise levels at the nearest Project Site boundaries, taking into account contributions from both east and west bank rail corridors, would average approximately 71 dBA CNEL.

4.4.2 Environmental Consequences

4.4.2.1 Construction Impacts

Noise

Construction noise typically occurs intermittently and varies depending upon the nature or phase of construction (e.g., land clearing, grading, excavation, and building construction). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Temporary increases in ambient noise levels, particularly during the nighttime hours, could result in increased levels of annoyance and potential sleep disruption. Although noise ranges were found to be similar for all construction phases, the grading phase tends to involve the most equipment and resulted in slightly higher average-hourly noise levels.

As described in the *Noise Impact Assessment*, individual equipment noise levels commonly associated with residential development projects typically range from approximately 73 to 83 dBA L_{eq} at 50 feet with intermittent noise levels reaching up to approximately 90 dBA L_{max} (maximum noise level) at this same distance. Assuming that multiple pieces of construction equipment would be operating simultaneously near the construction site boundary, predicted construction noise levels during the most intensive activities (e.g., grading and excavation) could reach levels of approximately 88 dBA L_{eq} at 50 feet from the Project Site.

Construction activities would comply with the allowable hours of construction in the LAMC. Accordingly, construction activities would be limited to Monday through Friday between the hours of 7:00 a.m. to 4:00 p.m., unless otherwise approved by the engineer. Construction on Saturdays from 8:00 a.m. to 6:00 p.m. would be permissible upon approval by the engineer. Construction activities would be prohibited on Sundays and Federal holidays, unless approved by the engineer.

The LAMC limits equipment noise levels to 75 dBA at 50 feet unless technically infeasible. Noise levels associated with onsite construction activities at nearby noise-sensitive land uses, assuming multiple pieces of equipment operating simultaneously, were quantified and are summarized in the *Noise Impact Assessment*. Project construction would not result in a substantial increase in daytime ambient noise levels at the nearest noise-sensitive land uses. However, as noted above, noise levels from individual pieces of equipment, which generally range from 73 to 83 dBA L_{eq} at 50 feet, could potentially exceed the allowable noise level stated in the LAMC. Therefore, the City is adopting **MM-NOISE-1**, which would reduce construction noise levels.

The proposed mitigation would limit construction activities to the less noise-sensitive periods of the day, which would minimize potential disturbance to nearby residential land uses. The use of mufflers on off-road equipment would reduce equipment noise levels by approximately 10 dBA (**BMP-NOISE-1**). Additional measures were also included to further minimize potential disturbance to nearby land uses, including limitation on equipment idling and locations for equipment staging and queuing areas. Additional measures may also be implemented on an "as-needed" basis to address public concerns.

Construction activities may also result in short-term increases in vehicle traffic along area roadways. Typically, a doubling of vehicle traffic would be required before a substantial increase in traffic noise levels would occur. Based on the *Traffic Impact Analysis* prepared for the proposed Project, construction

activities would generate up to approximately 80 trips per day (Kimley-Horn and Associates, Inc., 2019a). Additional trips associated with the hauling of materials to and from the site may also be required. Traffic volumes along area roadways typically average several thousand vehicle trips per day. Construction-generated traffic would be dispersed over multiple roadways and would not be anticipated to result in a doubling of vehicle traffic along area roadways. As a result, construction of the proposed Project would not be anticipated to result in a substantial increase in traffic noise levels along area roadways that would adversely impact noise-sensitive land uses.

Vibration

Proposed construction activities would require the use of equipment such as hoe rams/pavement breakers, large bulldozers, loaded trucks, jackhammers, and small bulldozers. The use of impact pile drivers is not anticipated to be required for the proposed Project. Off-road equipment and haul trucks would generate groundborne vibration levels of 0.003 to 0.089 inches per second peak particle velocity (in/sec ppv) (58 to 87 micro-inch per second [VdB]) at 25 feet.

There are no federal, state, or local regulatory standards for groundborne vibration. Groundborne vibration levels were, therefore, evaluated in comparison to Caltrans' recommended criteria. Construction-generated vibration levels would have a potentially significant impact if vibration levels at the nearest structures would exceed the minimum criteria of 0.2 in/sec ppv at fragile structures, 0.3 in/sec ppv at residential dwellings, or 0.5 in/sec ppv at newer buildings, including non-residential structures. This same level corresponds to the level at which vibrations typically become annoying to people in buildings (California Department of Transportation, 2013)

The nearest existing structures include non-residential structures located adjacent to the Project Site. The nearest residential uses are located approximately 350 feet to the north of the proposed East Park, along South Clarence Street. The nearest noise-sensitive land use in the vicinity of the proposed West Park is a residential development referred to as the "Brick Lofts," which is located approximately 700 feet south of the proposed West Park, near the intersection of Mateo Street and Jesse Street.

Assuming a distance of 350 feet and a maximum vibration level of 0.089 in/sec ppv, predicted vibration levels would be approximately 0.01 in/sec ppv, or less, at the nearest residential structures. Based on this same vibration level, predicted vibration levels at non-residential land uses located adjacent to the Project Site could exceed 0.05 in/sect ppv when heavy equipment (e.g., dozers) are operated within five feet of existing structures. In addition, haul trucks traveling along area roadways may result in perceptible increases in vibration levels. However, these vibration levels would be transient and instantaneous events, which would be typical of existing vibrations along the roadway network. Based on measurements conducted by Caltrans, on-road heavy-duty trucks would not generate substantial increases in groundborne vibration that would exceed commonly applied criteria for structural damage or annoyance (California Department of Transportation, 2013).

Groundborne vibration levels associated with off-road equipment and haul trucks would not exceed the minimum commonly applied standards of 0.3 in/sec at the nearest residential structures. However, construction activities occurring within five feet of nearby existing non-residential structures could potentially exceed the threshold of 0.5 in/sec ppv. Therefore, increases in groundborne vibration levels associated with the proposed Project would be considered potentially significant. Therefore, the City is adopting **MM-NOISE-1**, which would reduce groundborne vibration levels.

4.4.2.2 Operational Impacts

Noise

The proposed Project would not include the installation of major stationary noise sources, such as backup power generators. Potential noise impacts would be associated with project-generated vehicle traffic and onsite recreational uses and events (e.g., concerts and performances; festivals; sports games, practices, and tournaments; farmers markets; and large events).

Increased Traffic Noise:

Major existing noise sources in the Project Area consist predominantly of vehicle traffic on U.S. 101 and trains traveling along the adjacent UPRR and Metrolink/Amtrak rail lines. No existing nearby stationary sources of noise were identified in the Project Area. Based on the *Noise Impact Assessment*, the U.S. 101 traffic noise levels for future year 2035 along the eastern boundary of the proposed East Park would be approximately 70 dBA CNEL. Along the boundaries of the proposed East Park and Arts Plaza, adjacent to the UPRR and Metrolink/Amtrak railroad corridors, predicted future year 2035 onsite noise levels associated with railroad operations would be approximately 73 dBA CNEL. Predicted onsite noise levels would decrease with increased distance from the adjacent U.S. 101 and railroad corridors. Project-generated traffic volumes include reductions in vehicle traffic associated with the industrial land uses that were removed (Kimley-Horn and Associates, Inc., 2019a). Predicted onsite noise levels would not exceed the City's "normally acceptable" noise level of 75 dBA CNEL. In addition, the proposed Project would not result in substantial increases (i.e., 3 dBA, or greater) in average-daily traffic noise levels.

Recreational and Event Noise:

The proposed Project would result in noise-generating activities associated with the soccer field, skate park, dog park, other recreational and pedestrian amenities, community gathering area, and public performance space. Based on the *Noise Impact Assessment*, predicted operational noise levels at the nearest noise-sensitive land uses would range from approximately 30 to 58 dBA CNEL, which is below the City's "normally acceptable" noise level for residential uses (65 dBA CNEL). Noise levels from onsite recreational uses and events at noise-sensitive land uses would be largely shielded by intervening terrain and masked by existing traffic noise levels. Operational noise levels associated with events at proposed park areas would result in increases of up to approximately 2 dBA CNEL at the nearest residential land uses. Therefore, onsite uses (e.g., concerts and performances; festivals; sports games, practices, and tournaments; farmers markets; and large events) would not result in substantial increases in ambient noise levels at the nearest noise-sensitive land that would exceed the City's "normally acceptable" noise standards.

Vibration

Proposed Project operations would not include the use of machinery or equipment that would contribute to excessive groundborne noise or vibration levels.

4.4.3 Best Management Practices

BMP-NOISE-1: Construction Equipment Requirements

Construction equipment shall be properly maintained and equipped with mufflers.

4.4.4 Mitigation Measures

MM-NOISE-1: Construction-Noise Management Plan

A construction-noise management plan (CNMP) shall be prepared for the proposed Project. The CNMP shall, at a minimum, include the following measures:

- 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.
- Signage and notification on where to report construction-generated noise shall be posted onside and around the construction area, as well as 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.

Chapter 5
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Chapter 6
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Chapter 7
Acronyms and Abbreviations

%	Percentage
AB	Assembly Bill
ACS	American Community Survey
ADA	American with Disabilities Act
ADL	Aerially Deposited Lead
ATP	Active Transportation Program
BACT	Best Available Control Technology
bgs	Below ground surface
BMP	Best Management Practices
BNSF	Burlington Northern Santa Fe
BOE	Bureau of Engineering
CAAQS	California Ambient Air Quality Standards
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CIA	Community Impact Assessment
City	City of Los Angeles
CLARTS	Central Los Angeles Recycling and Transfer Station
CMA	Critical Movement Analysis
CNEL	Community Equivalent Noise Level
CNMP	Construction Noise Management Plan
COPC	Chemicals of Potential Concern
CUPA	Certified Unified Program Agencies
CWA	Clean Water Act
dB	Decibels
dBA	A-weighted decibels
DigAlert	Underground Service Alert of Southern California
DPM	Diesel exhaust particulate matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EMS	Emergency Medical Service
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
HASP	Health and Safety Plan

HAZWOPER	Hazardous Waste Operations and Emergency Response
HCM	Highway Capacity Manual
HHRA	Human Health Risk Assessment
HI	Hazard Index
I-10	Interstate 10
I-5	Interstate 5
IES	Illuminating Engineering Society
ILCR	Incremental Lifetime Cancer Risk
In/sec	inches per second
kV	kilovolt
LA	Los Angeles
LA River	Los Angeles River
LACoFD	Los Angeles County Fire Department
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAHSA	Los Angeles Homeless Services Authority
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
L_{eq}	Energy Equivalent Noise Level
LID	Low-Impact Development
L_{max}	Maximum Noise Level
LOS	Level of Service
LST	Localized Significance Threshold
Metro	Los Angeles County Metropolitan Transportation Authority
MMBTU	Million British Thermal Units
MOW	Maintenance of Way
MS4s	Municipal separate storm sewer systems
MWD	Metropolitan Water District of Southern California
NAAQS	National Ambient Air Quality Standards
NOP	Notice of Preparation
NOP/IS	Notice of Preparation/Initial Study
NOx	Nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
O_3	Ozone
OSHA	Occupational Safety and Health Administration
PARC	Park, Arts, River & Connectivity Improvements
PCB	Polychlorinated Biphenyls
PM_{10}	Particulate Matter
$PM_{2.5}$	Fine Particulate Matter

ppv	peak particle velocity
RAP	Department of Recreation and Parks
RAS	Residential Accessory Services
RCRA	Resource Conservation and Recovery Act
RHNA	Regional Housing Needs Assessment
RIO	River Improvement Overlay
River	Los Angeles River
ROW	Right of Way
RSO	Rent Stabilization Ordinance
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RW	Residential Waterways
RWQCB	Regional Water Quality Control Boards
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SoCalGas	Southern California Gas Company
SR 60	State Route 60
Subbasin	Central Subbasin
SVE	Soil Vapor Extraction
SWPPP	Stormwater Pollution Prevention Plan
TAC	Toxic Air Contaminants
TLRW	Transmission Right of Way
TPH	Total Petroleum Hydrocarbons
TPH-DRO	Total Petroleum Hydrocarbons, Diesel Range Organics
U.S.	United States
U.S. 101	United States Highway 101
U.S. EPA	United States Environmental Protection Agency
UP	Union Pacific
UP LATC	Union Pacific Los Angeles Transportation Center
UPRR	Union Pacific Railroad
USACE	United States Army Corps of Engineers
U.S. DOT	United States Department of Transportation
VdB	Velocity Decibel
VHT	Vehicle Hours Traveled
Viaduct	Sixth Street Viaduct
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound

Appendix A: Public Meeting Materials

February 2017 Community Meetings

COMMUNITY MEETINGS

Sixth Street Viaduct Mobility Park, Arts and River Commons (M-PARC)

Councilmember José Huizar and LA City Engineer Gary Lee Moore invite you to join us on February 7 and 8, 2017 as we begin to create the vision and design for the 12-acre **Sixth Street Viaduct Mobility Park, Arts and River Commons (M-PARC).**

The Sixth Street Viaduct M-PARC is located under and adjacent to the new Sixth Street Viaduct. The space will connect Boyle Heights, the Arts District and the Los Angeles River. The M-PARC project is being led by the City of Los Angeles Bureau of Engineering.

We encourage neighborhood residents and interested stakeholders to join us to provide input and ideas for the design and amenities the community wants to incorporate into the M-PARC.

PUENTE Learning Center
501 S. Boyle Avenue, Los Angeles, CA 90033

Tuesday, February 7, 2017
– 6:30PM –

(Limited parking available. Check Metro.net for transit options)

Sci-Arc, Keck Auditorium
960 E. 3rd Street, Los Angeles, CA 90013

Wednesday, February 8, 2017
– 6:30PM –

(Parking Available at lot on Merrick St (see map))



Media inquiries:

Mary Nemick
Director of Communication, Bureau of Engineering
mary.nemick@lacity.org

For more information, visit: www.sixthstreetviaduct.org/feedback

REUNIONES COMUNITARIAS

Parque de Movilidad del Viaducto de la Calle Sexta, Artes, y Complejo del Río de Los Ángeles (M-PARC)

El Concejal José Huizar y el Ingeniero de la Ciudad de Los Ángeles Gary Lee Moore lo invitan a una reunión comunitaria los días 7 y 8 de febrero del 2017 a medidas que iniciamos la creación de la visión y diseño de los 12 acres del **Parque de Movilidad del Viaducto de la Calle Sexta, Artes, y Complejo del Río de Los Angeles (M-PARC).**

El Parque de movilidad del Viaducto de la Calle Sexta M-PARC está localizado debajo y a un lado del nuevo Viaducto de la Calle Sexta. El espacio conectará a Boyle Heights, el Distrito de las Artes, y el Río de Los Ángeles. El Parque de movilidad del Viaducto de la Calle Sexta M-PARC está siendo dirigido por el Buro de Ingeniería de la Ciudad de Los Ángeles.

Invitamos a los residentes de la comunidad y personas interesadas para que asistan y nos den sus opiniones e ideas para el diseño y equipamientos públicos que la comunidad desea incorporar en el Parque de movilidad del Viaducto de la Calle Sexta M-PARC.

PUENTE Learning Center
501 Sur Boyle Avenida, Los Angeles, CA 90033

Martes 7 de febrero del 2017
– 6:30PM –

(Estacionamiento limitado. Use Metro.net para transporte público)

Sci-Arc, Keck Auditorium
960 E Calle 3ra, Los Angeles, CA 90013

Miércoles 8 de febrero del 2017
– 6:30PM –

(Estacionamiento en el lote de la calle Merrick. (vea el mapa))



Preguntas de los Medios:

Mary Nemick
Directora de Prensa Buro de Ingenieros
mary.nemick@lacity.org

Para más información, visite: www.sixthstreetviaduct.org/feedback

Community Meetings - February 7 & 8, 2017

Sixth Street PARK, ARTS and RIVER CONNECTIVITY Improvements (PARC)



MAYOR ERIC GARCETTI
COUNCIL DISTRICT 14
CITY OF LOS ANGELES – BUREAU OF ENGINEERING
CITY OF LOS ANGELES – DEPARTMENT OF RECREATION AND PARKS

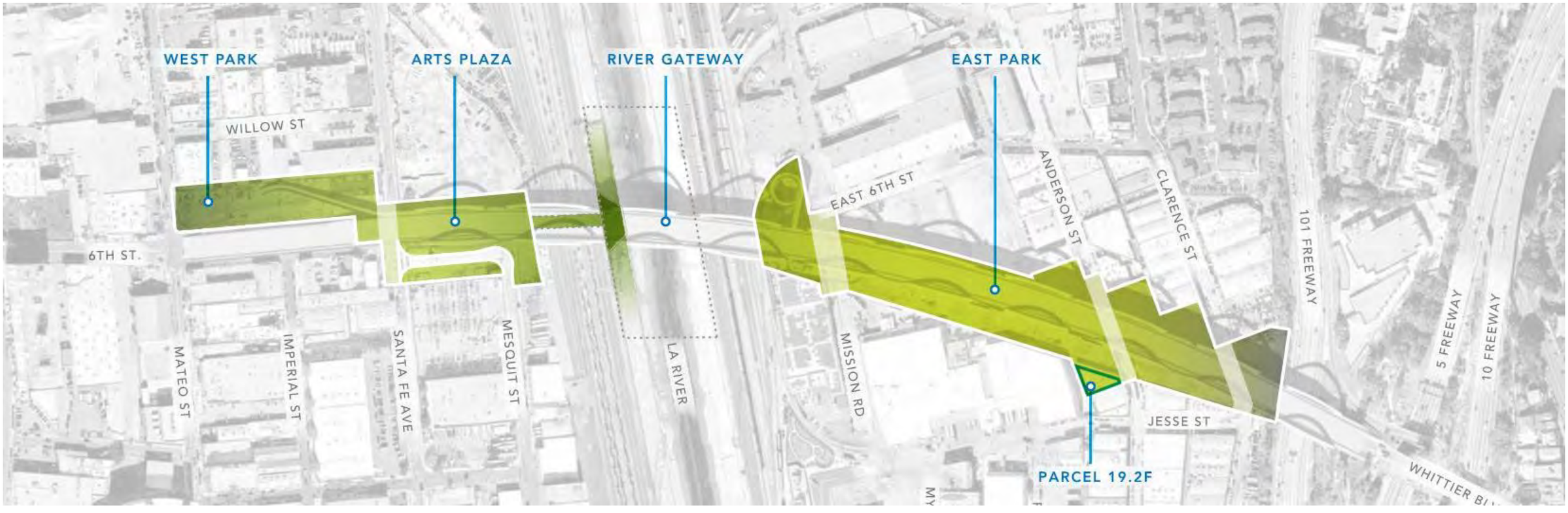
TETRA TECH
HARGREAVES ASSOCIATES
MICHAEL MALTZAN ARCHITECTURE

WELCOME and INTRODUCTIONS

WELCOME

WHY ARE WE HERE TONIGHT …

- **Provide background on project, project history**
- **Envision a new public park together**
- **Describe the process for designing the park, timeline**
- **Introduce the design team**
- **Gather your input and ideas**



WELCOME

SIXTH STREET VIADUCT REPLACEMENT PROJECT EVENTS



VIADUCT GROUNDBREAKING



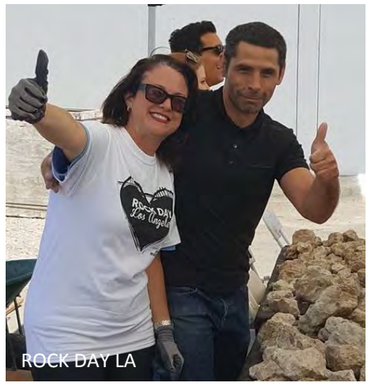
WOMEN OF SIXTH STREET



ARTS PLAZA FUNDING ANNOUNCEMENT



LAST DAY EVENT



ROCK DAY LA



DAAC MEETING AT MMA OFFICE



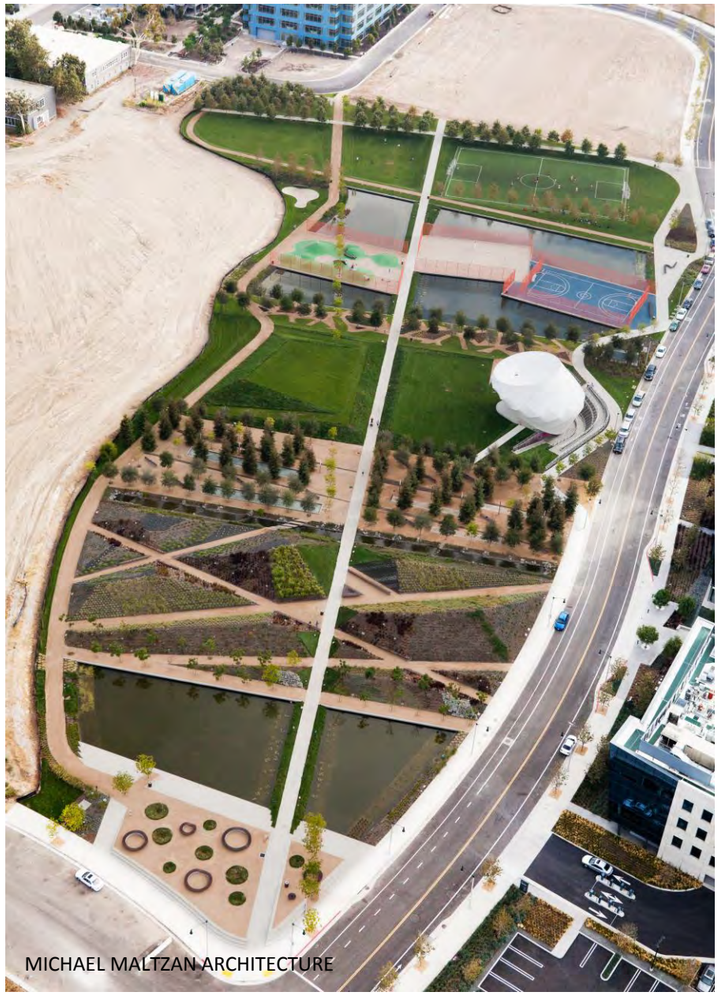
SIXTH STREET FAREWELL PARTY

WELCOME

DESIGN COLLABORATION: DELIVERING A WORLD CLASS PARK



HARGREAVES ASSOCIATES



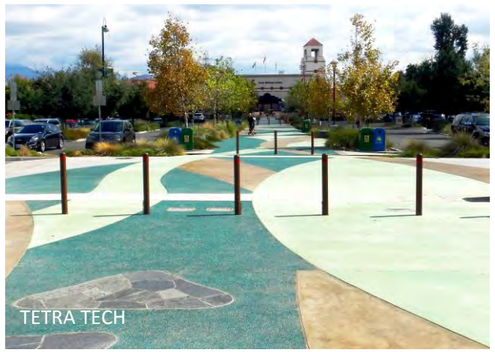
MICHAEL MALTZAN ARCHITECTURE



HARGREAVES ASSOCIATES



MICHAEL MALTZAN ARCHITECTURE



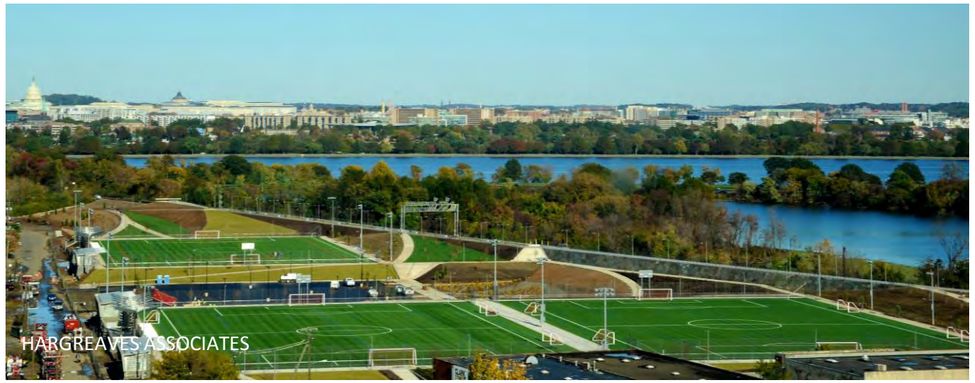
TETRA TECH

WELCOME

DESIGN COLLABORATION: SPACES FOR RECREATION, PLAY & SPECIAL EVENTS


MICHAEL MALTZAN ARCHITECTURE


HARGREAVES ASSOCIATES


HARGREAVES ASSOCIATES


HARGREAVES ASSOCIATES

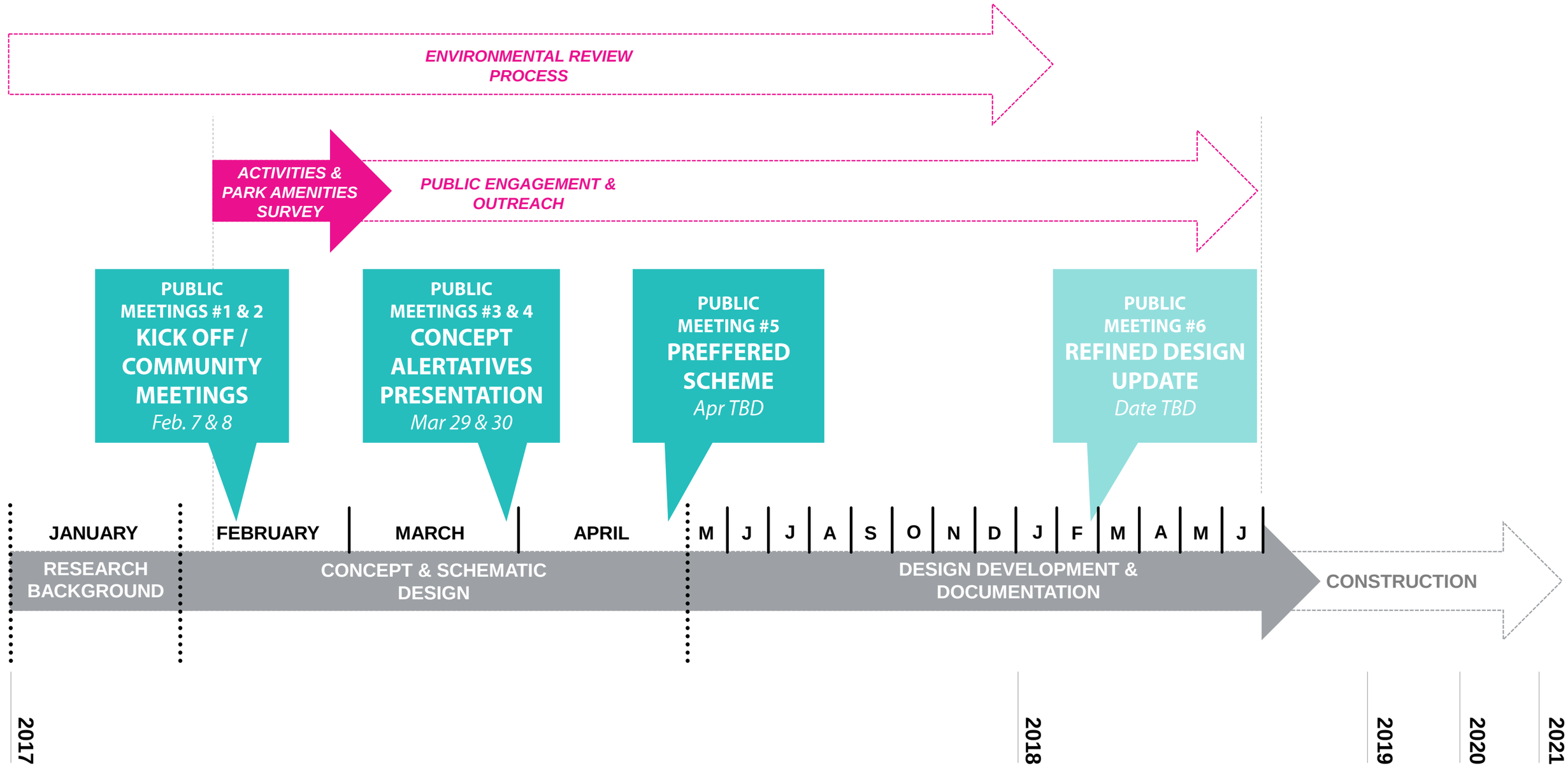

HARGREAVES ASSOCIATES


HARGREAVES ASSOCIATES


MICHAEL MALTZAN ARCHITECTURE


MICHAEL MALTZAN ARCHITECTURE

WELCOME
PUBLIC PROCESS SCHEDULE



AGENDA

PART 01: SIXTH STREET VIADUCT

project background
site overview

PART 02: SIXTH STREET PARK, ARTS, RIVER & CONNECTIVITY IMPROVEMENTS (PARC)

importance of outdoor recreation
the public process
parks within a park
opportunities & constraints
park program

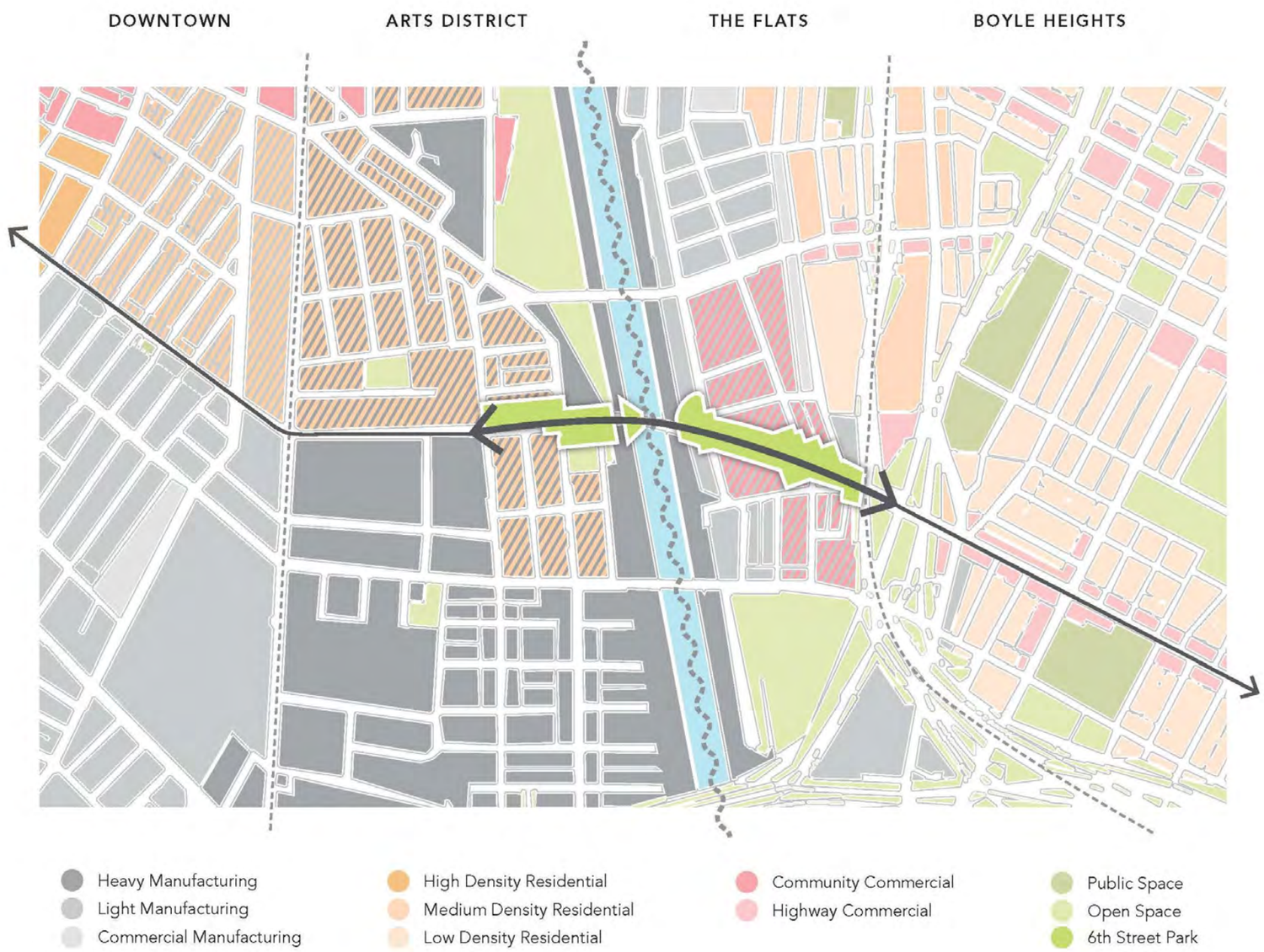
SMALL GROUP SESSIONS and REPORT BACKS

NEXT STEPS

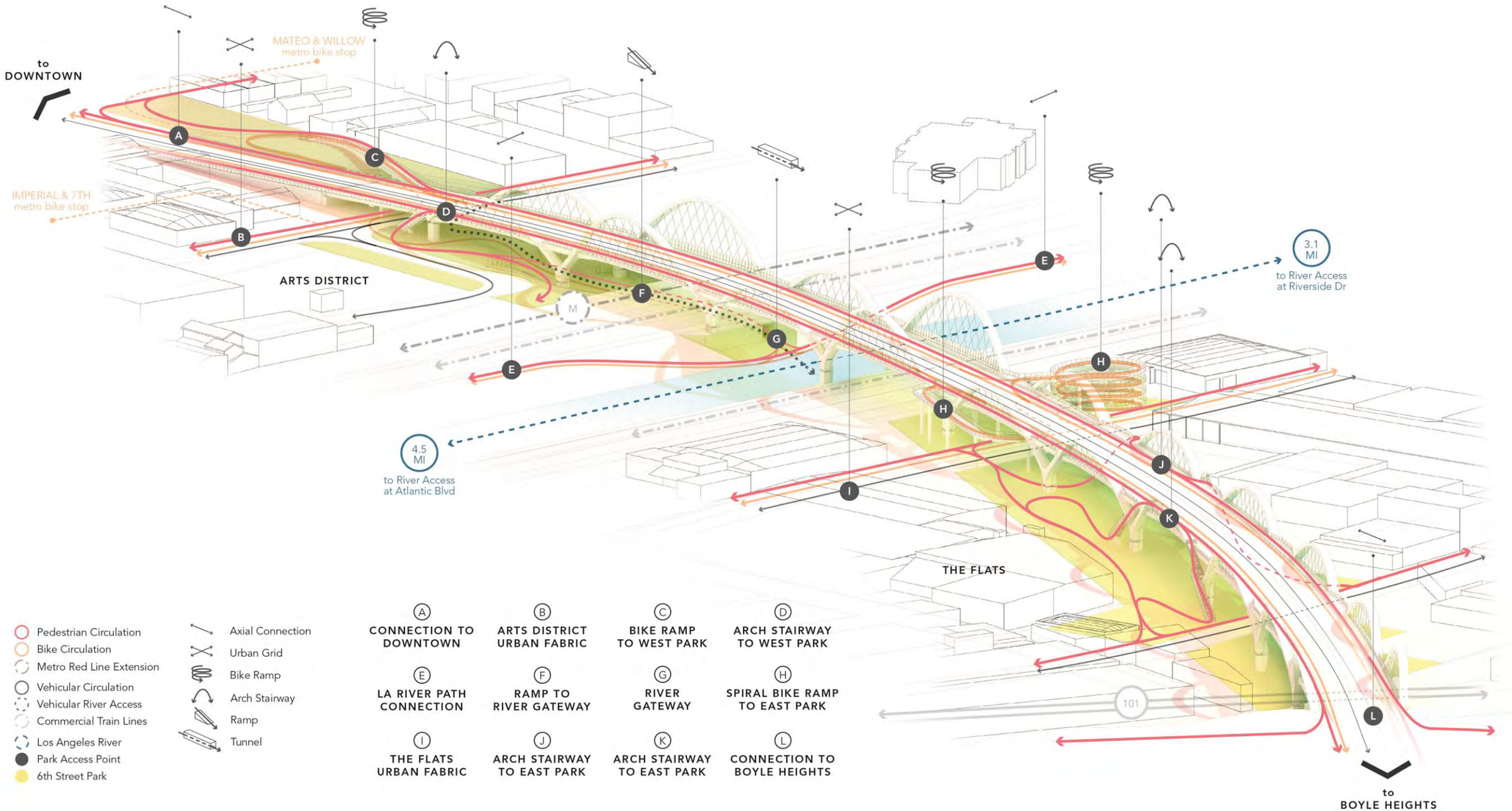
SIXTH STREET VIADUCT

PROJECT BACKGROUND
SITE OVERVIEW

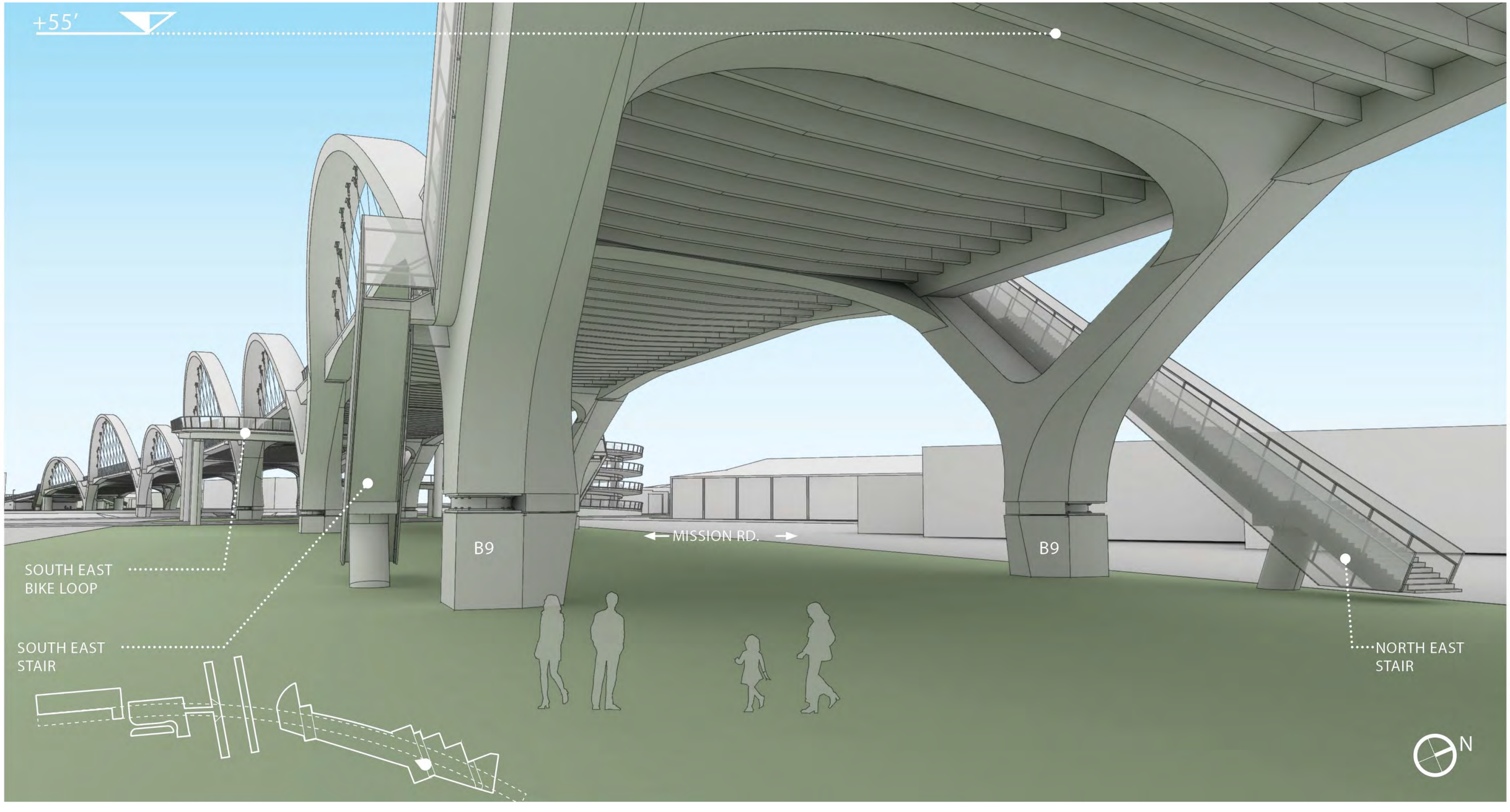
PROJECT BACKGROUND: CONTEXT & COMMUNITY



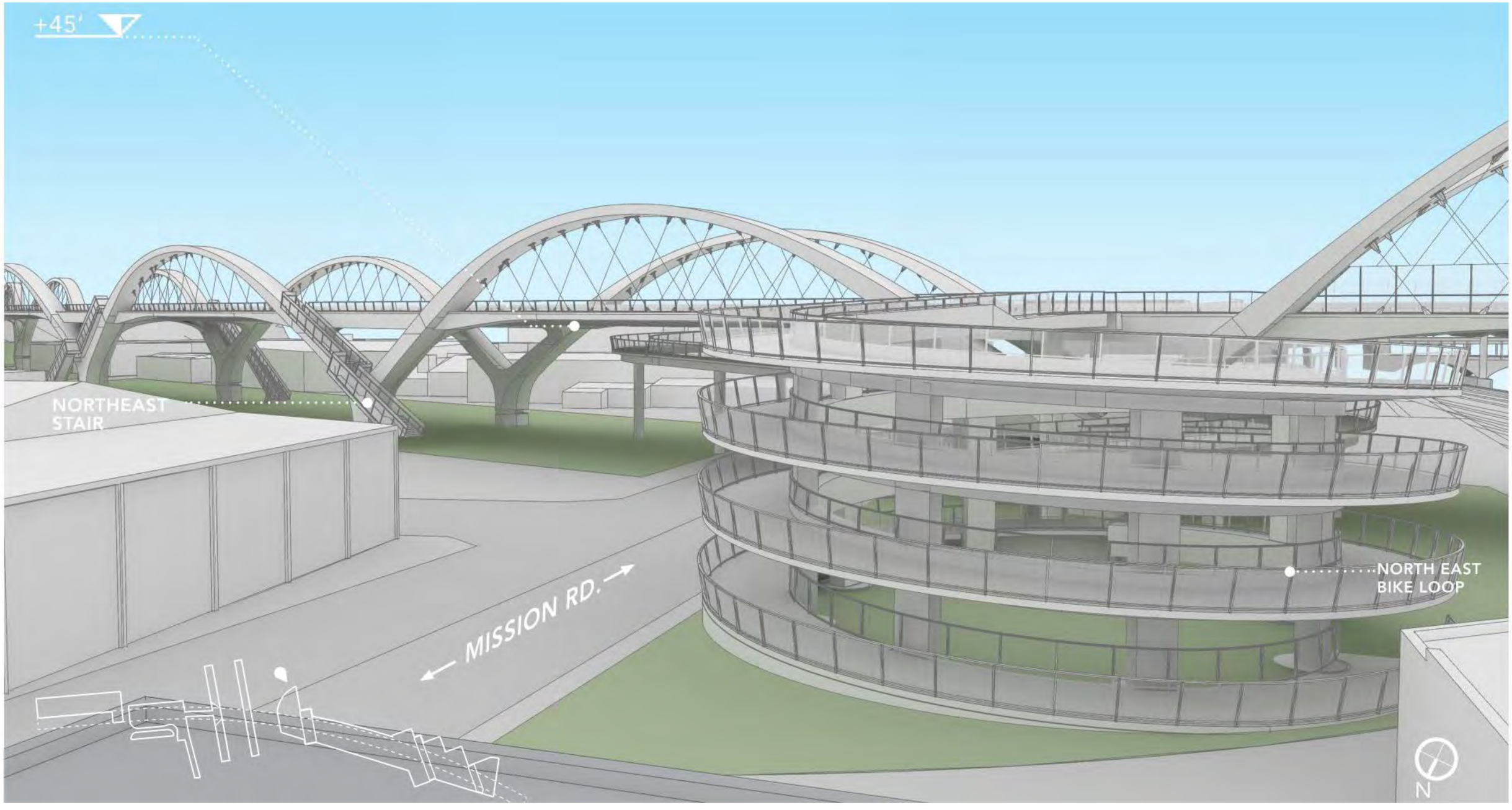
SIXTH STREET VIADUCT
PROJECT BACKGROUND: ACCESS & CONNECTIVITY



SIXTH STREET VIADUCT
SITE OVERVIEW



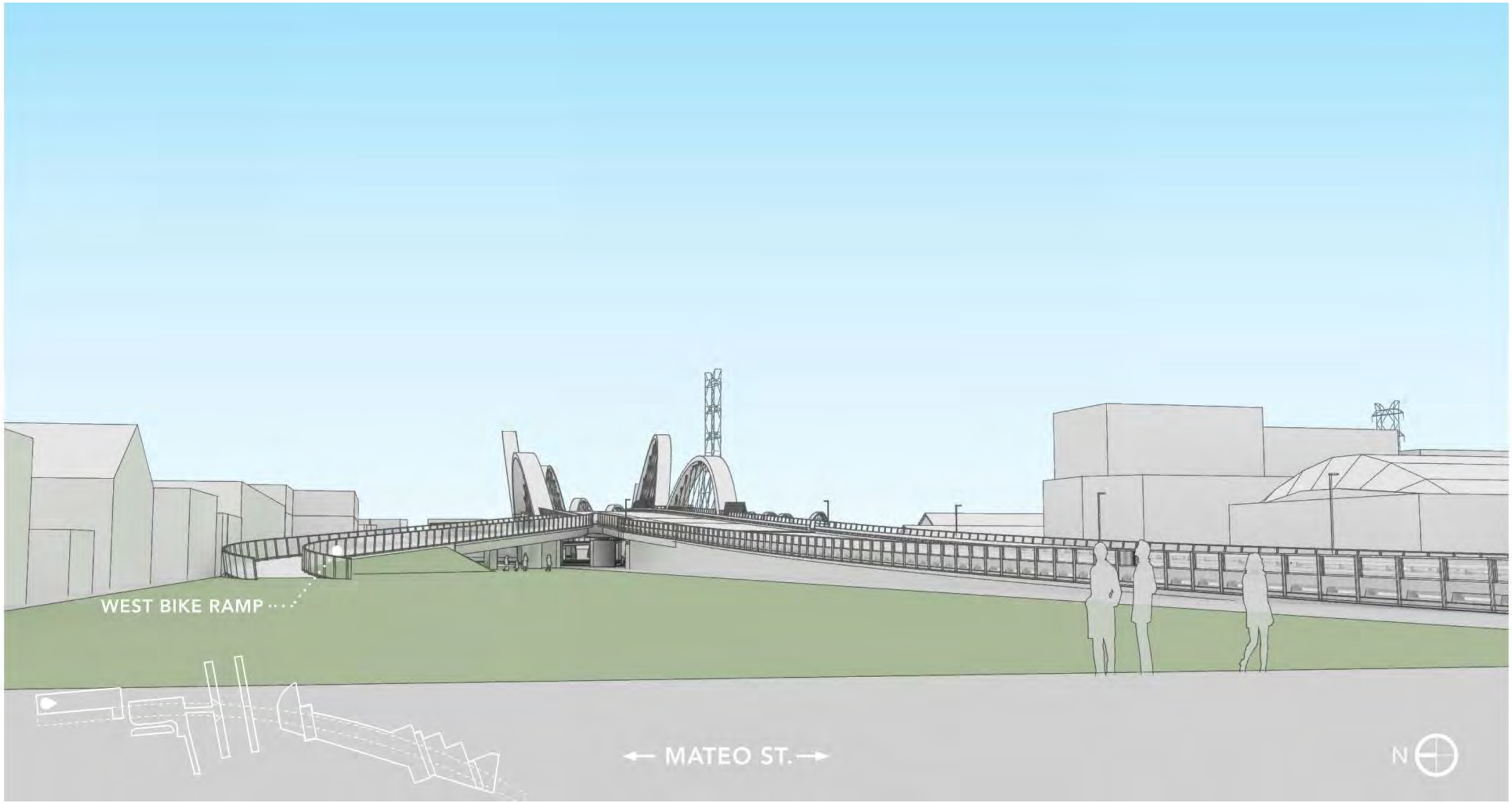
SIXTH STREET VIADUCT
SITE OVERVIEW



SIXTH STREET VIADUCT
SITE OVERVIEW



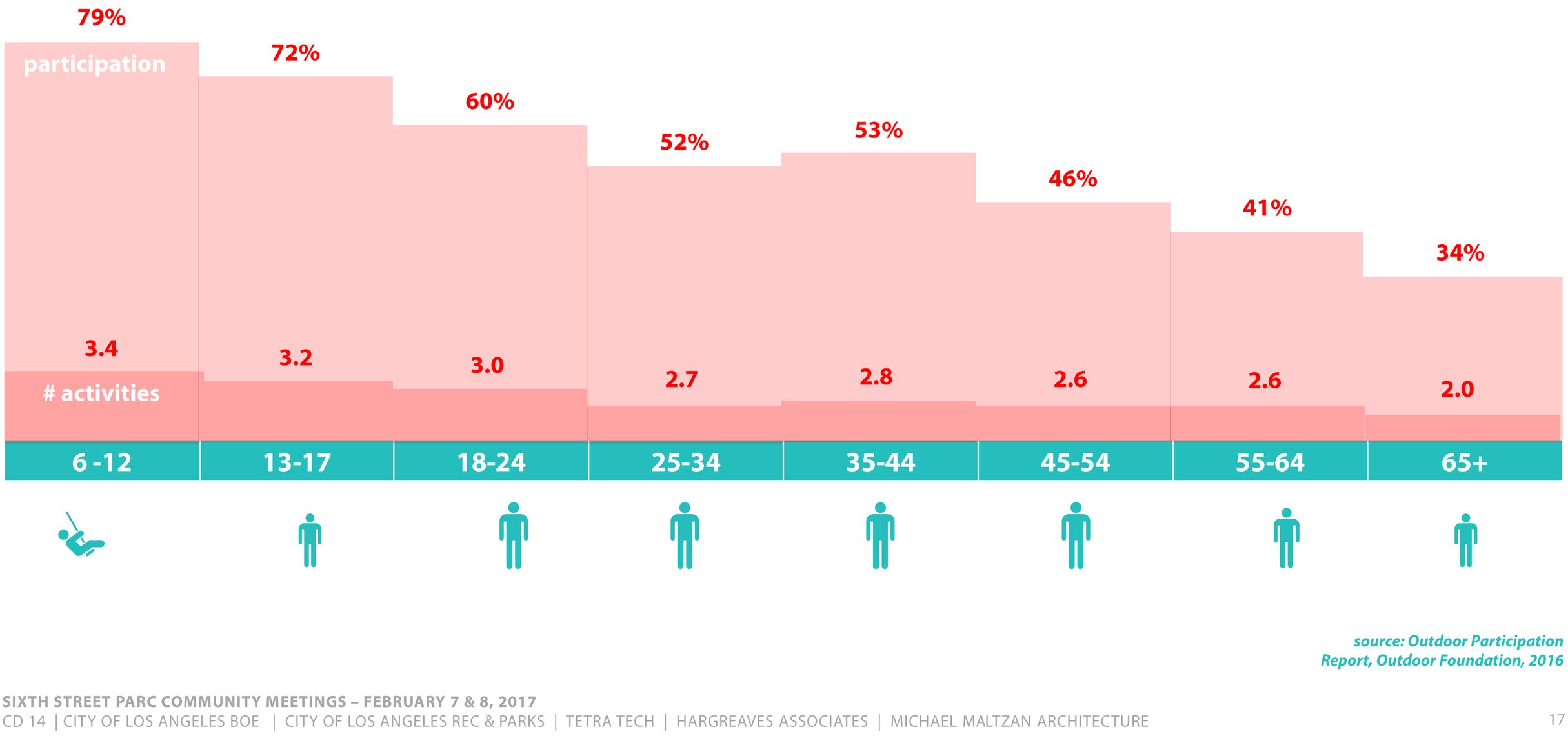
SIXTH STREET VIADUCT
SITE OVERVIEW



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

IMPORTANCE OF OUTDOOR RECREATION
THE PUBLIC PROCESS
PARKS WITHIN A PARK
OPPORTUNITIES & CONSTRAINTS
PARK PROGRAM

THE OUTDOOR LIFESTYLE PEAKS AT AGE 10



source: Outdoor Participation Report, Outdoor Foundation, 2016

Top 10 **Motivations** to Participate
all ages

1	**BE HEALTHIER**
2	**BE WITH FAMILY, FRIENDS & PEOPLE**
3	**APPRECIATE NATURE & BEAUTY**
4	Get away from the usual
5	Be adventurous
6	Be alone
7	Develop skills & abilities
8	Gain accomplishment & confidence
9	Be cool
10	Talk to new & varied people

Top 10 **Barriers** to Participate
all ages

1	**NO INTEREST**
2	**NO TIME**
3	**NOT ENOUGH SKILL**
4	Too expensive
5	Disability or poor health
6	No one to go with
7	Difficult to access
8	Too crowded
9	Afraid of getting hurt
10	Overdeveloped

Top 10 **Motivations** to Participate
ages 6 to 17

1	**BE WITH FAMILY, FRIENDS & PEOPLE**
2	**BE HEALTHIER**
3	**BE ADVENTUROUS**
4	Be cool
5	Develop skills & abilities
6	Appreciate nature & beauty
7	Get away from the usual
8	Gain accomplishment & confidence
9	Talk to new & varied people
10	Be alone

Top 10 **Barriers** to Participate
ages 6 to 17

1	**TOO EXPENSIVE**
2	**NO INTEREST**
3	**NO TIME**
4	Not enough skill
5	No one to go with
6	Difficult to access
7	Afraid of getting hurt
8	Disability or poor health
9	Too crowded
10	Overdeveloped

source: Outdoor Participation Report, Outdoor Foundation, 2016











SIXTH STREET PARC
THE PUBLIC PROCESS
Crissy Field









SIXTH STREET PARC

THE PUBLIC PROCESS

Minneapolis Downtown East Commons













SIXTH STREET PARC
OPPORTUNITIES & CONSTRAINT: CONTEXT



source: Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment, May 2016

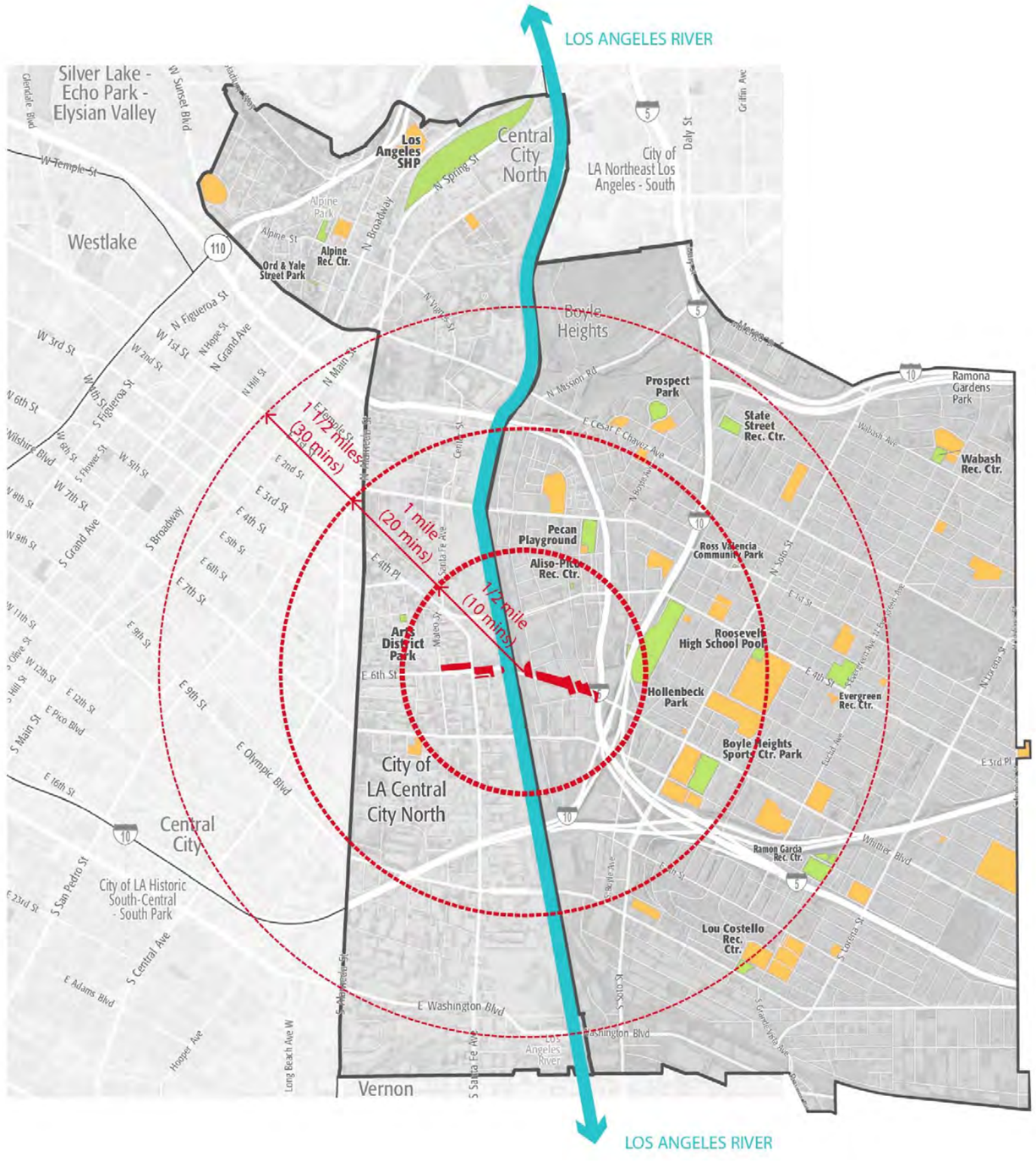
ARTS DISTRICT

1.6 PARK ACRES
per 1000 residents

** national average is 3.3 park acres per 1000 residents*

↓52% BELOW
the national average

City of Los Angeles identified a
HIGH PARK NEED



BOYLE HEIGHTS

0.6 PARK ACRES
per 1000 residents

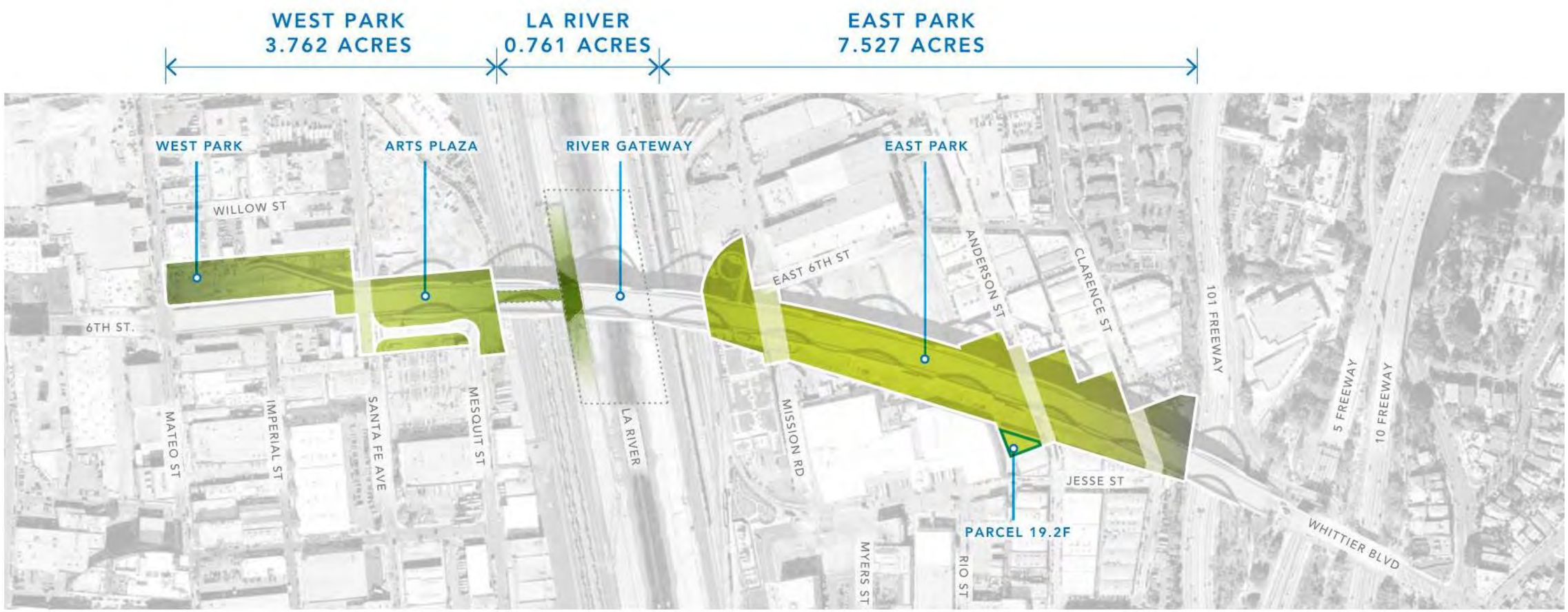
** national average is 3.3 park acres per 1000 residents*

↓82% BELOW
the national average

City of Los Angeles identified a
VERY HIGH PARK NEED

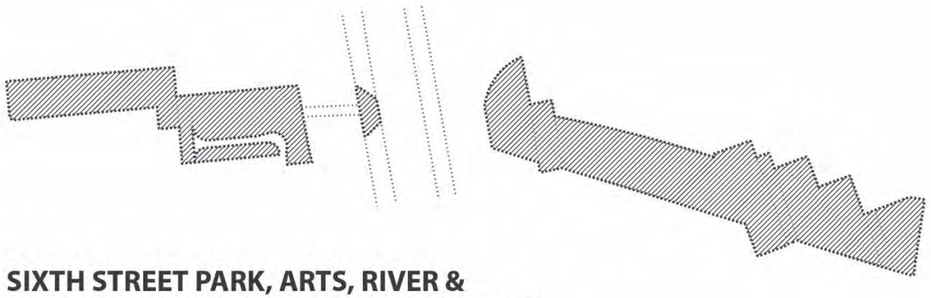
EXISTING PARKS
EXISTING SCHOOLS
SIXTH STREET VIADUCT M-PARC

SIXTH STREET PARC
PARKS WITHIN A PARK

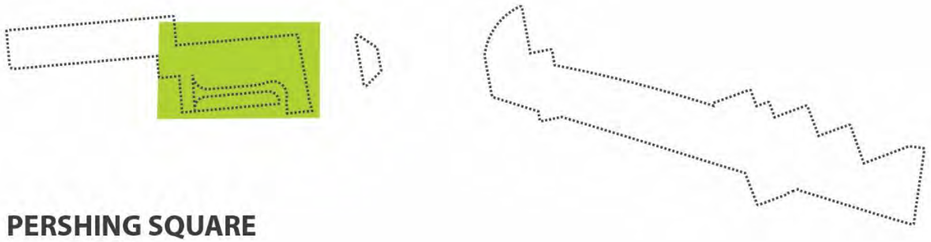


	ACRES	SQFT
PARK TOTAL (EXCLUDING STREETS)	**12.05**	**524,505**
WEST PARK	1.904	82,915
ARTS PLAZA	1.858	80,875
LA RIVER GATEWAY	0.159	6,965
LA RIVER IMPROVEMENTS	0.602	26,280
EAST PARK	7.322	318,500
PARCEL 19.2F (CITY OWNED BUILDING)	0.205	8,970

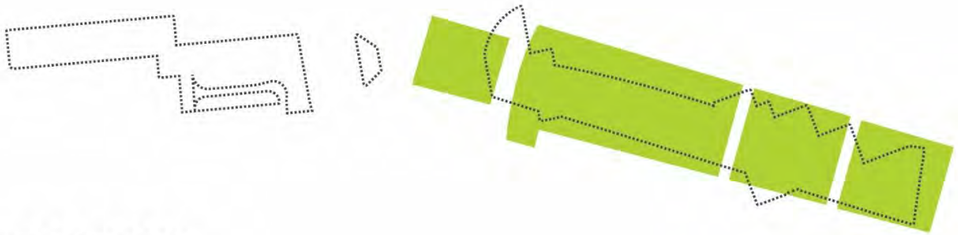
PARKS WITHIN A PARK: SCALE COMPARISON



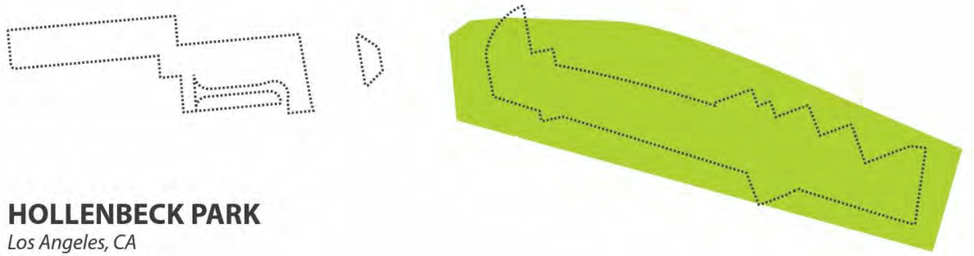
SIXTH STREET PARK, ARTS, RIVER & CONNECTIVITY IMPROVEMENTS (P.A.R.C.)
Los Angeles, CA
12 acres



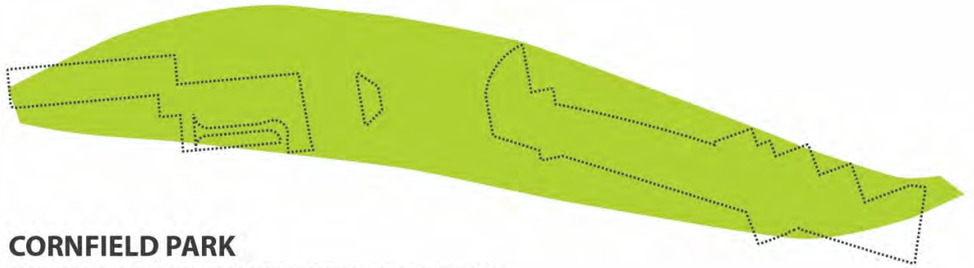
PERSHING SQUARE
Los Angeles, CA
5 acres



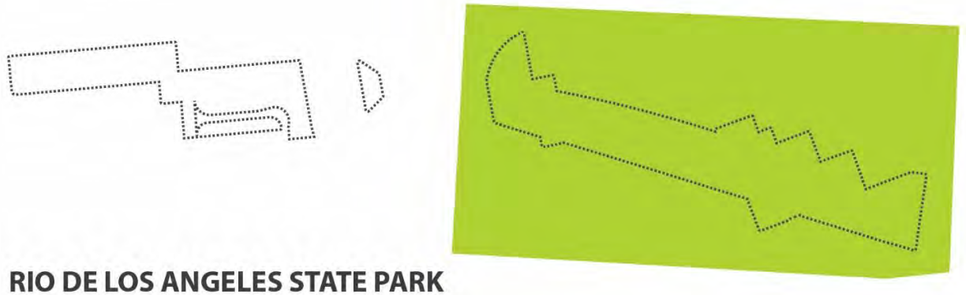
GRAND PARK
Los Angeles, CA
12 acres



HOLLENBECK PARK
Los Angeles, CA
21 acres



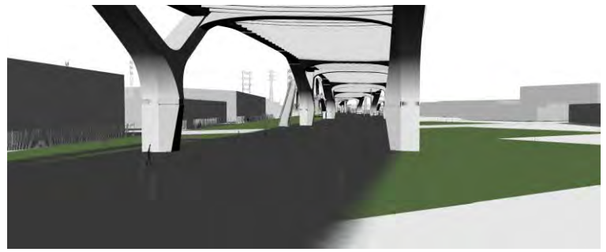
CORNFIELD PARK (LOS ANGELES STATE HISTORIC PARK)
Los Angeles, CA
32 acres



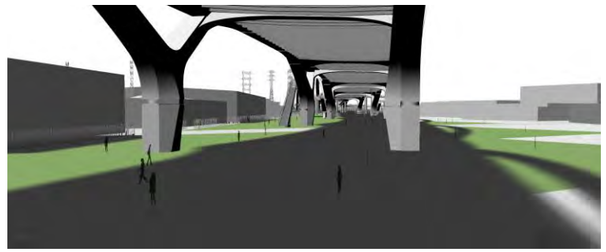
RIO DE LOS ANGELES STATE PARK
Los Angeles, CA
32 acres

SIXTH STREET PARC

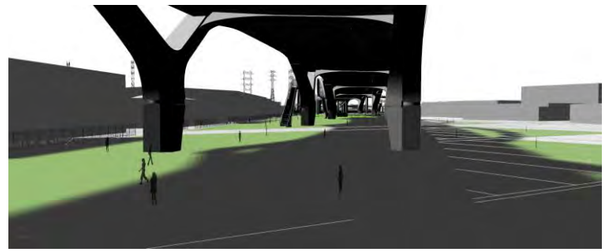
OPPORTUNITIES & CONSTRAINT: UNDER BRIDGE CONDITIONS



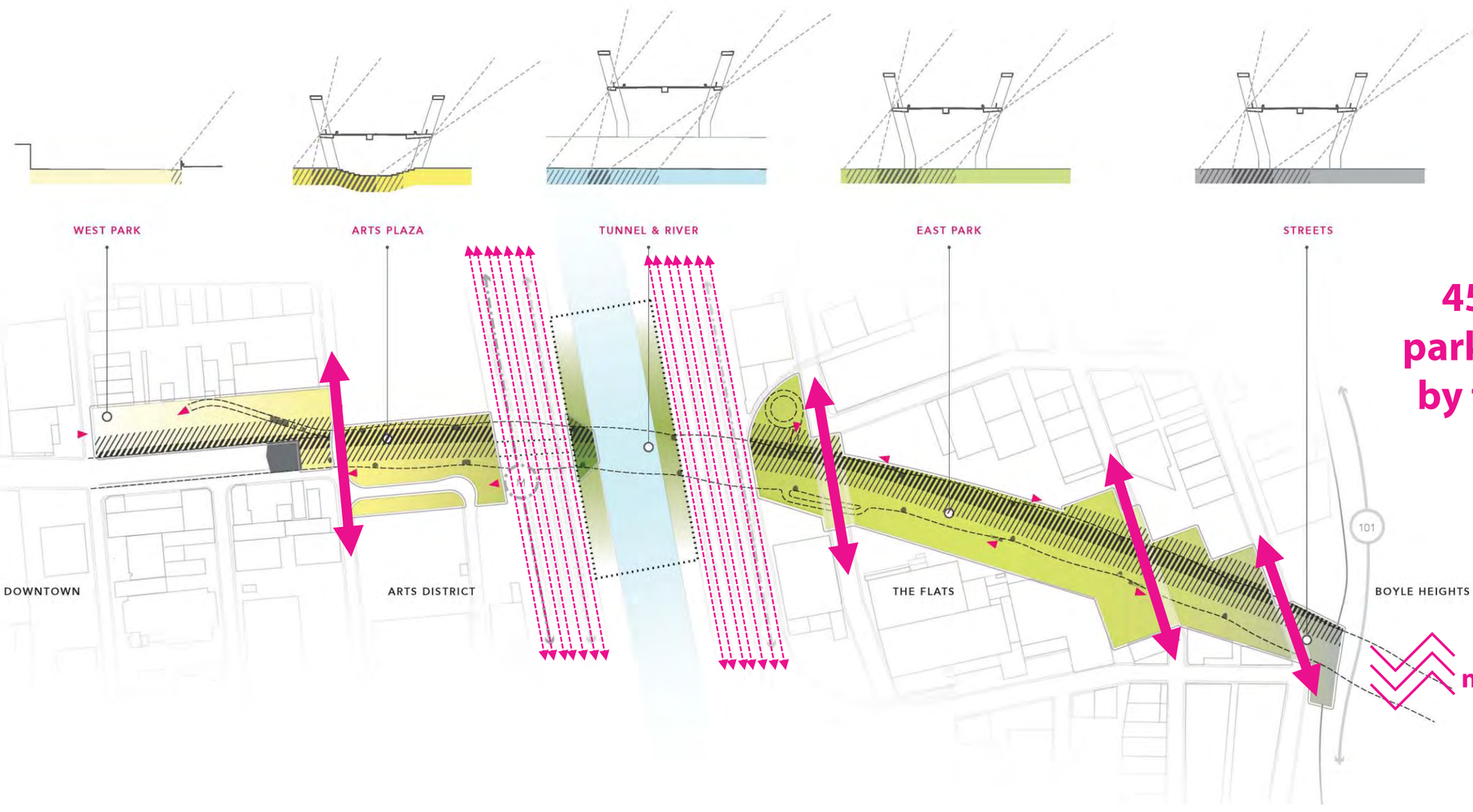
Spring 9:00am



Spring 11:00am



Spring 1:00pm



45% of the park is covered by the bridge

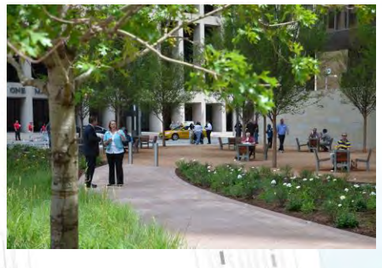
SIXTH STREET PARC
PARK PROGRAM: CHARACTER PRECEDENT STUDY

Hargreaves Associates
Portland, OR

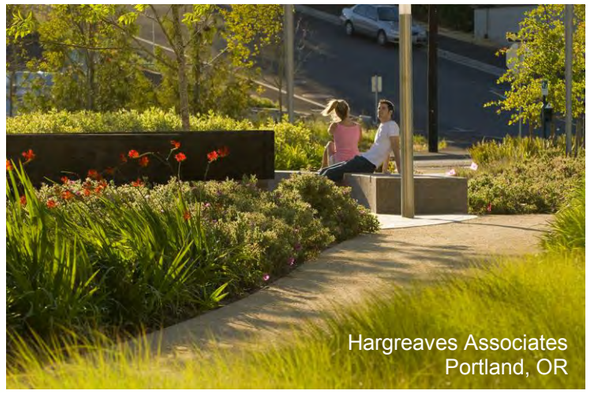


Hargreaves Associates
London, UK





Hargreaves Associates
Dallas, TX

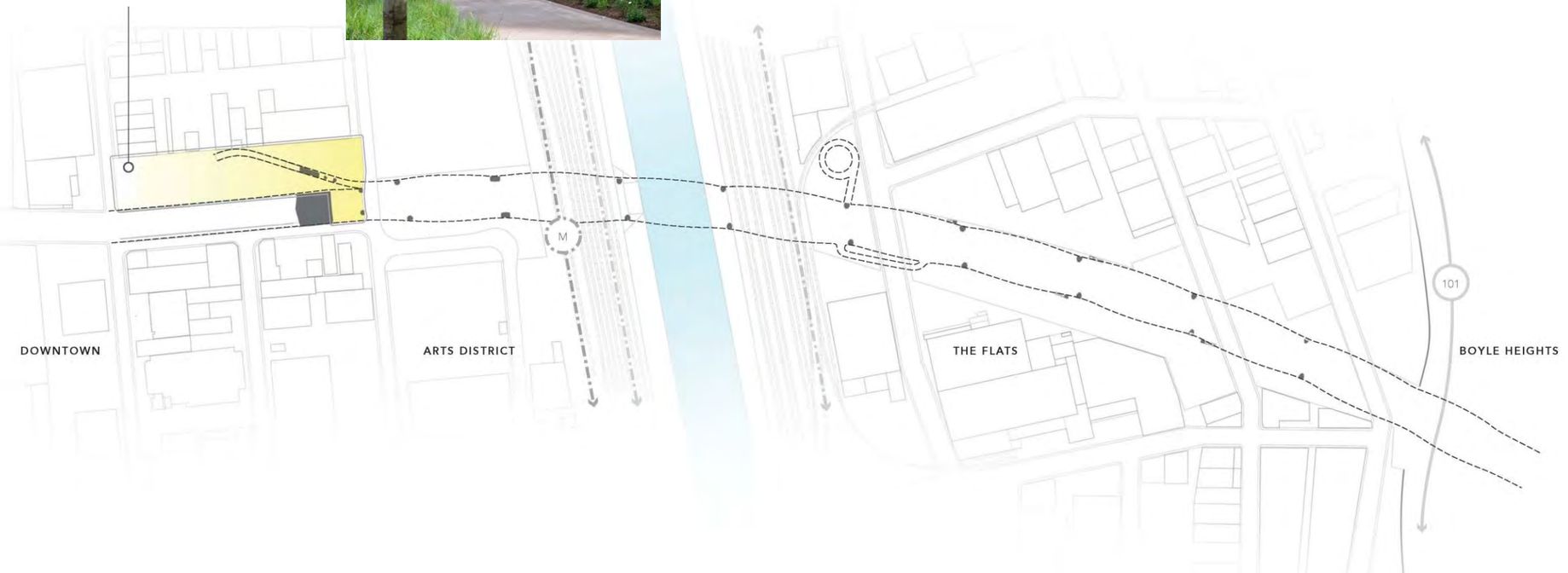


Hargreaves Associates
Portland, OR

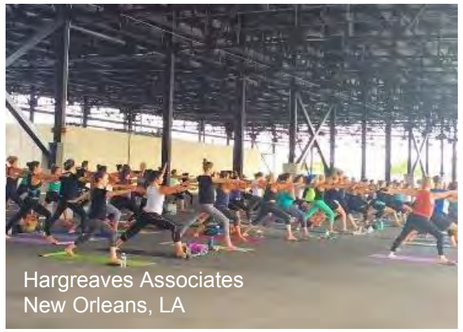


SWA Group
Houston, TX

WEST PARK



SIXTH STREET PARC
PARK PROGRAM: CHARACTER PRECEDENT STUDY



Hargreaves Associates
New Orleans, LA



Hargreaves Associates
London, UK



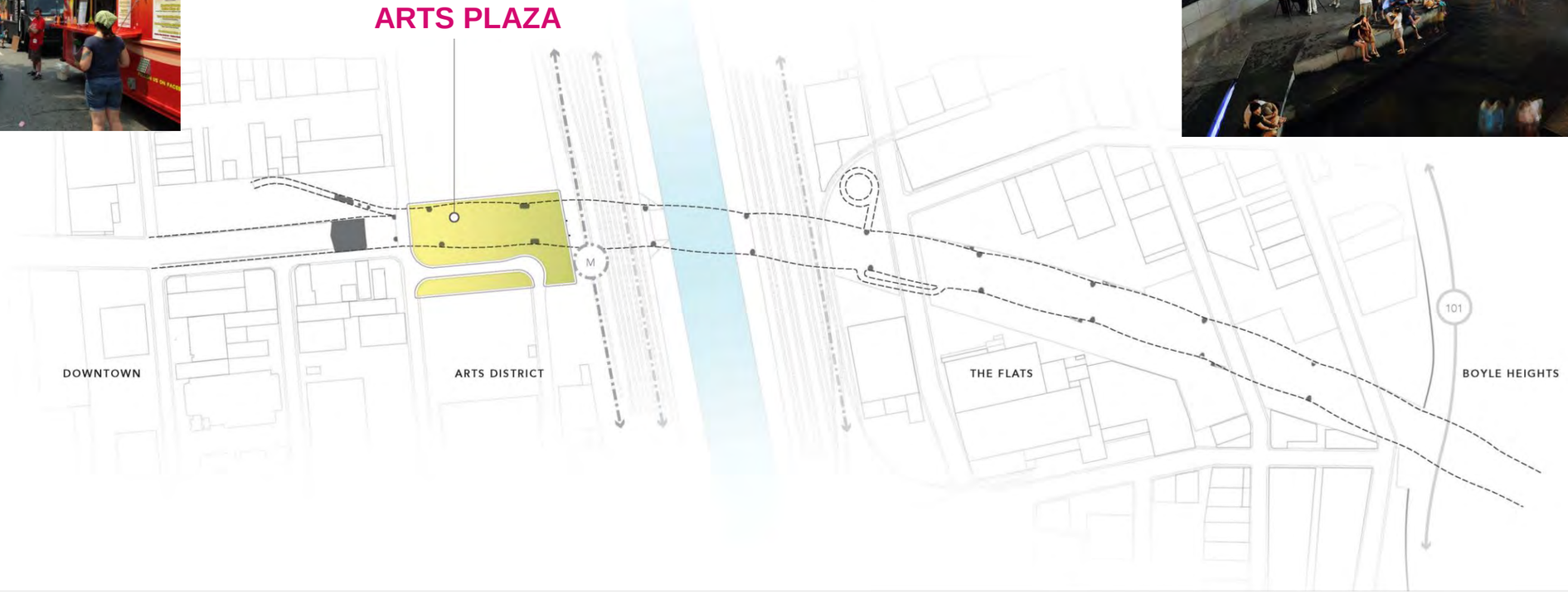


RankinFraser and 7N
Architects
Glasgow, UK



Mikyoung Design
Seoul, Korea

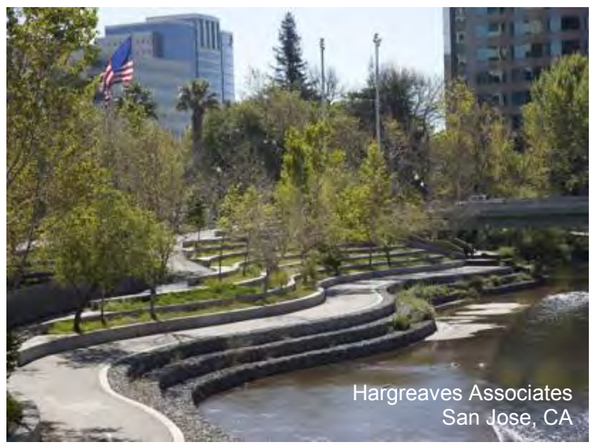




SIXTH STREET PARC
PARK PROGRAM: CHARACTER PRECEDENT STUDY



Dan Corson
San Jose, CA



Hargreaves Associates
San Jose, CA

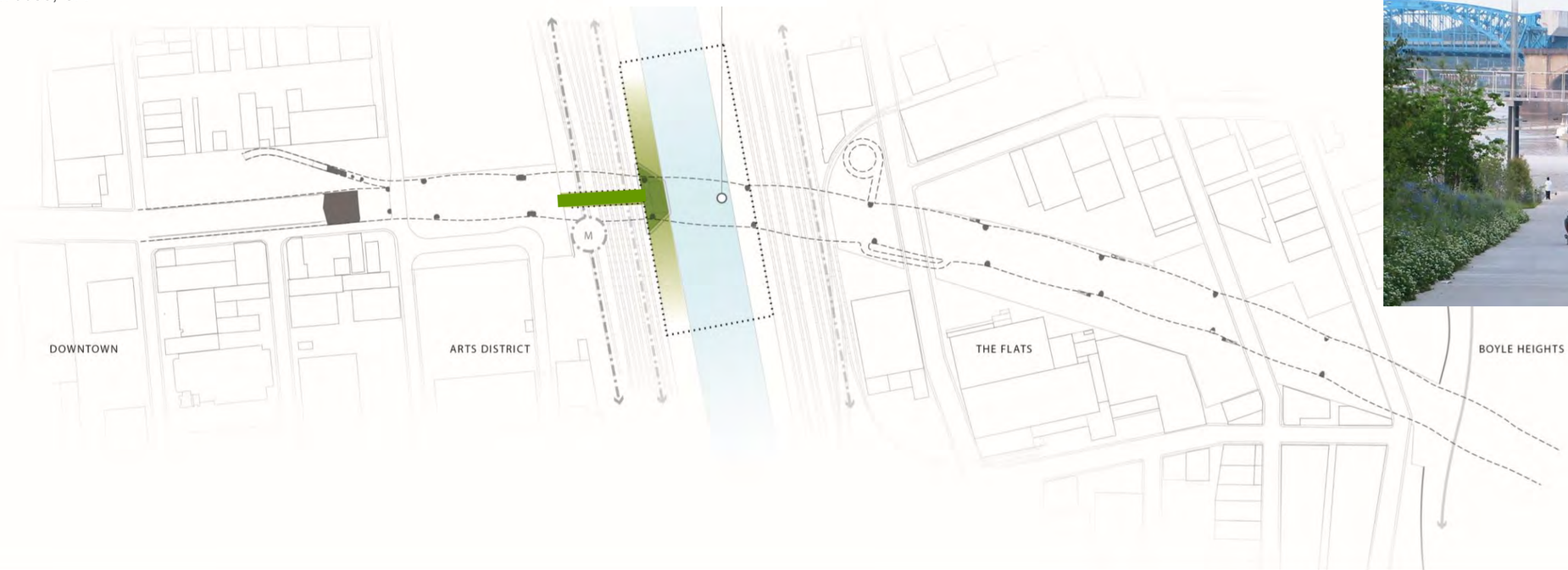


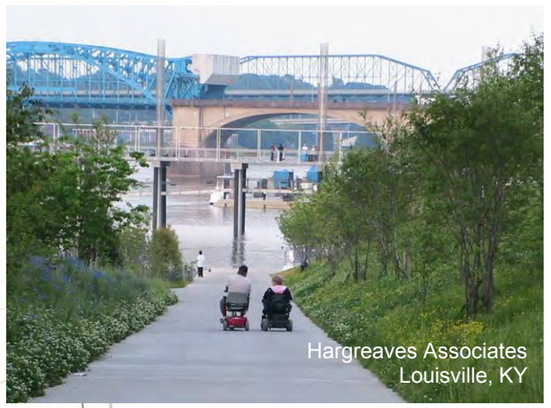
Hargreaves Associates
Chattanooga, TN

Friend of the LA River
Los Angeles, CA



GATEWAY & RIVER





Hargreaves Associates
Louisville, KY

SIXTH STREET PARC
PARK PROGRAM: CHARACTER PRECEDENT STUDY


PFS Studio
Toronto, ON


Hargreaves Associates
Nashville, TN


West 8
Madrid, Spain

Michael Maltzan Architecture
Playa Vista, CA




Hargreaves Associates
Nashville, TN

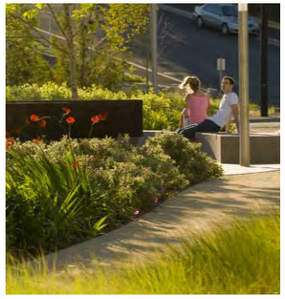
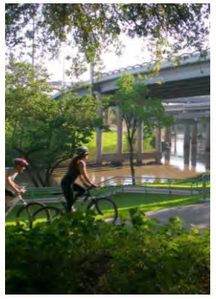

Hargreaves Associates
Arlington, DC




Michael Maltzan Architecture
Playa Vista, CA

SIXTH STREET PARC
PARK PROGRAM: CHARACTER PRECEDENT STUDY



WEST PARK





ARTS PLAZA




GATEWAY & RIVER






EAST PARK









STREETS






SIXTH STREET PARC
POTENTIAL PARK PROGRAM

AMPHITHEATER

3,000 person amphitheater

10/sf/pp



DOG PARK

Dog park - 0.50 ac



Dog Park - 0.25 ac



OPEN AIR MARKETS

typical market layout
10'x10' tents
(showing 20 tents)



typical market layout
20'x10' tents
(showing 20 tents)



PLAY

Play Area
15,000sf



Play Area
5,000sf



RESTROOM & FOOD

General Restrooms
& food service - 2,000sf



Grand Park Covered Seating &
Restroom Building - 3,500sf



RECREATION

half basketball court
47' x 50'



full basketball court
94' x 50'



beach volleyball court
30' x 60'



youth soccer field (U10)
220' x 120'



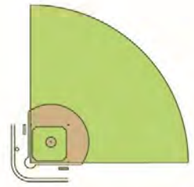
youth soccer field (U8)
105' x 90'



youth soccer field (U6)
90' x 75'

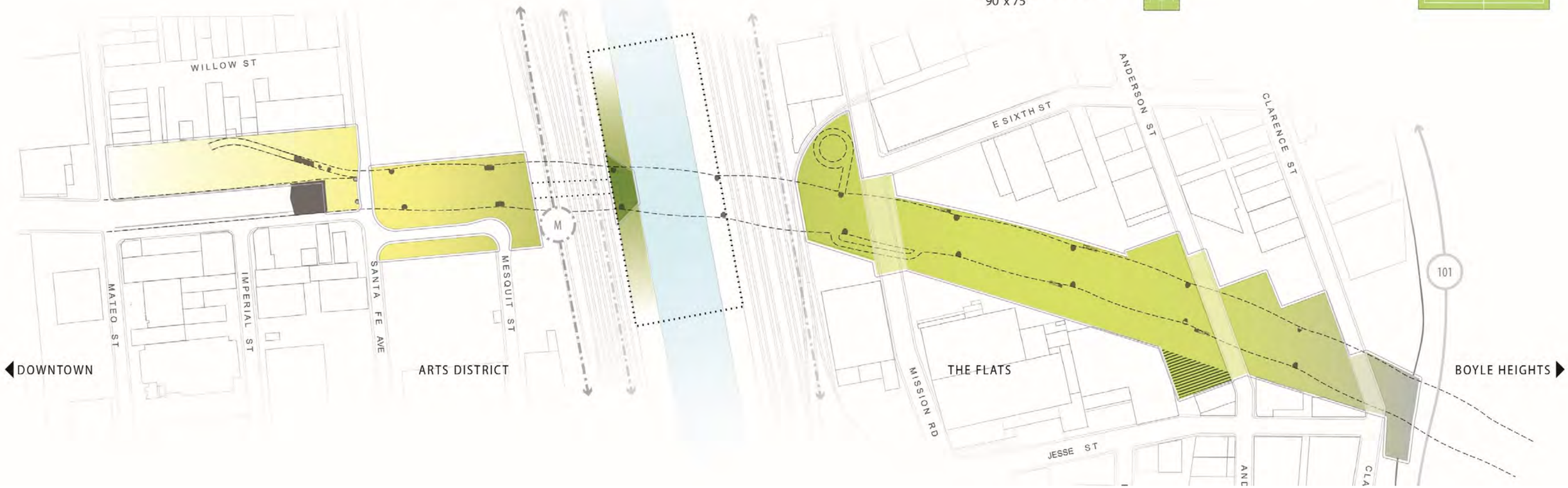


slow pitch
275' foul line



full size soccer field
300' x 180'

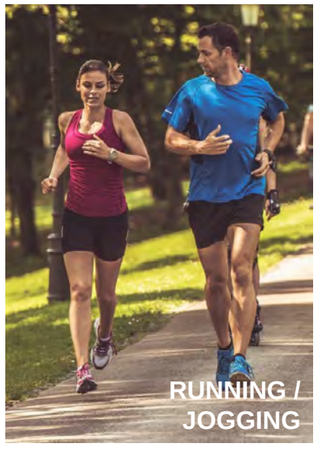




HEALTH & WELLNESS





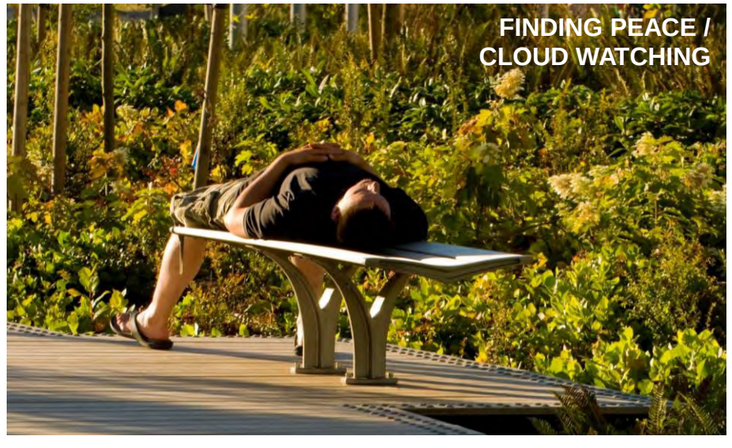














SPORTS / GAMES / PLAY


KIDS PLAY (CUSTOM)


PICK-UP BALL GAMES


SOCCER


VOLLEYBALL


KIDS PLAY (STANDARD)


CHESS / CHECKERS


BASKETBALL


KIDS PLAY (WATER)

ADVENTURE


TREE TOP WALK


ROCK CLIMBING


SKATEBOARDING


KAYAKING

SOCIAL / GATHERING / EATING

















NATURE & BEAUTY

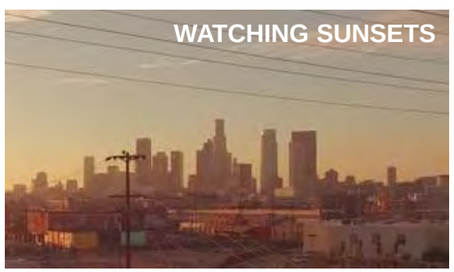

ENJOYING NATURE

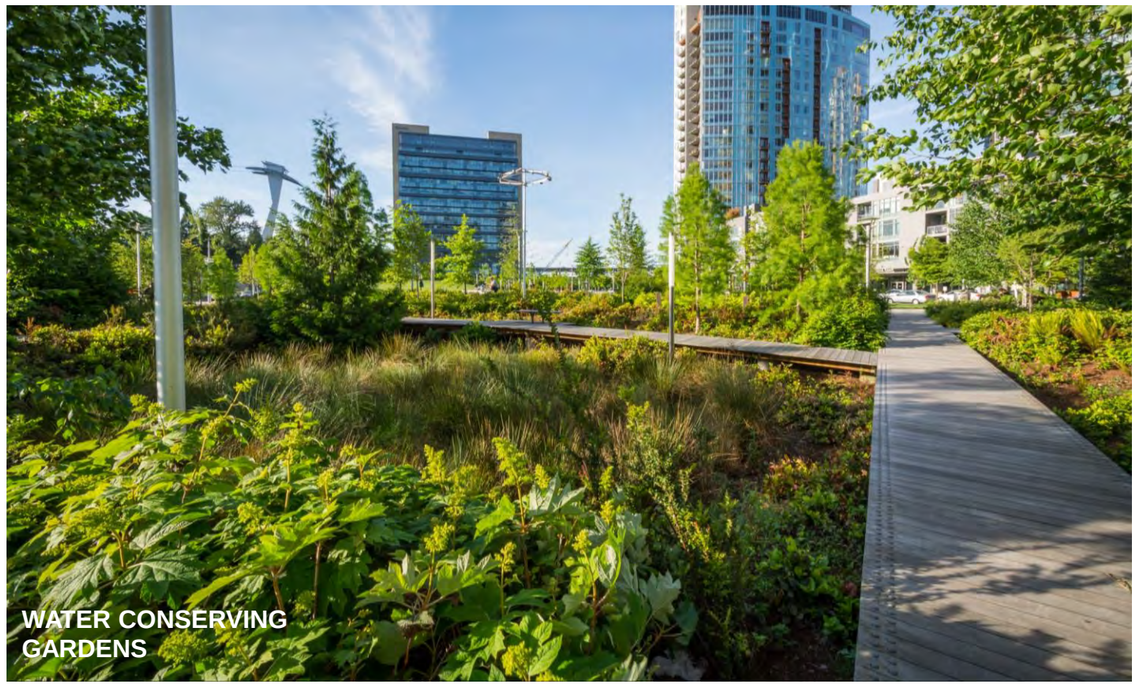

GARDENING


NATIVE PLANTING




BIRD WATCHING


WATCHING SUNSETS


WATER CONSERVING GARDENS

ARTS, CULTURE & ENTERTAINMENT


PERFORMANCE / DANCING


FEATURE LIGHTING


COMMUNITY EVENTS


MOVIES

EDUCATION


HISTORY (COMMUNITY)


HISTORY (ARTIFACT)


GUIDED TOURS


JOB TRAINING

SUPPORT & MOBILITY











SMALL GROUP SESSIONS

SMALL GROUP SESSIONS
COMMUNITY QUESTIONS

Q1: What activities and uses would you like to see in the park?

Q2: What are some similar existing parks that you like?

Q3: How could the proposed Park reflect the identity of the neighborhoods surrounding it?

Q4: What word or phrase best describes the type of park that you would like to visit?

Q5: When are you most likely to visit the park?

Q6: How will you get to this park?

Q7. Who would you like to bring with you to enjoy the park?

NEXT STEPS

NEXT STEPS
HOW TO STAY INFORMED & INVOLVED

- Next public meetings for Sixth Street PARC
  - **March 29 & 30, location TBD**

- For upcoming details about Sixth Street PARC project, please go to:
  - **http://www.sixthstreetviaduct.org/parc**

  - **You can sign up for email updates on meetings, community events and other news and information**

  - **Follow us on Facebook**

March 2017 Community Meetings

Community Meetings – March 28 & 30, 2017

Sixth Street PARK, ARTS and RIVER CONNECTIVITY Improvements (PARC)



MAYOR ERIC GARCETTI
JOSÉ HUIZAR, COUNCILMEMBER 14TH DISTRICT
CITY OF LOS ANGELES – BUREAU OF ENGINEERING
CITY OF LOS ANGELES – DEPARTMENT OF RECREATION AND PARKS

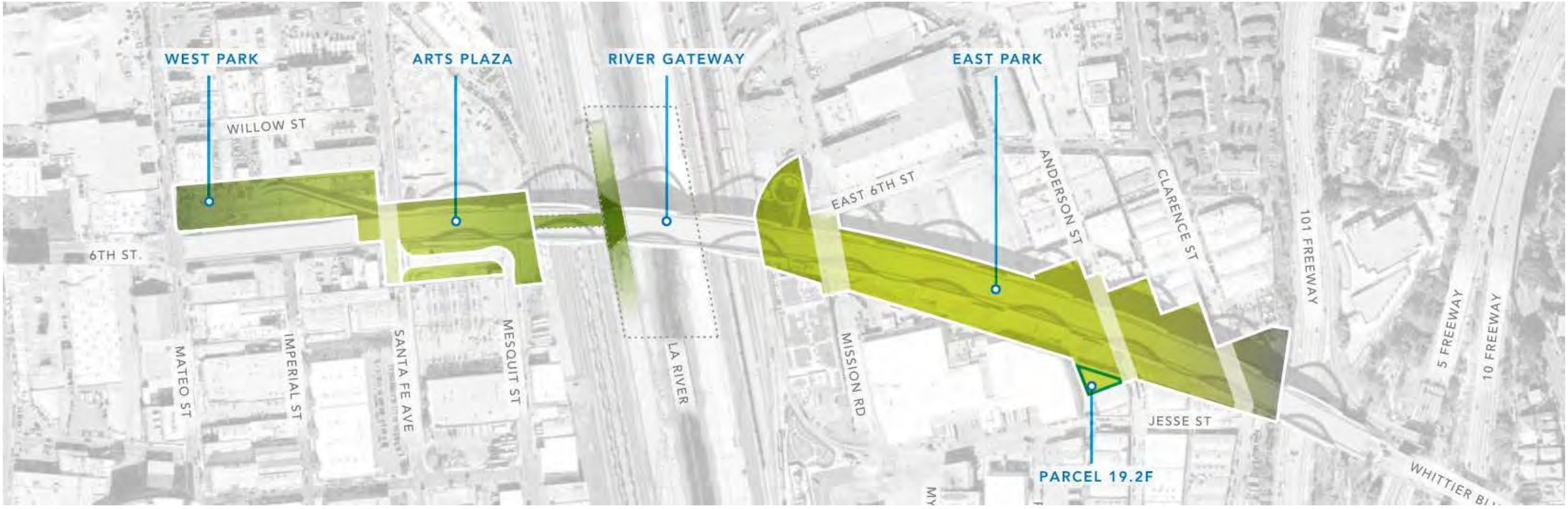
TETRA TECH
HARGREAVES ASSOCIATES
MICHAEL MALTZAN ARCHITECTURE

WELCOME and INTRODUCTIONS

WELCOME

WHY ARE WE HERE TONIGHT?

- **Envision a new public park together**
- **Describe the process for designing the park, timeline**
- **See three conceptual approaches**
- **Gather your input and ideas**



WELCOME

WHERE WE HAVE COME FROM

- **Community Meetings # 1 & 2 – February 7 & 8 – listening**
- **Over 1,000 survey responses**



February 7, 2017
PUENTE Learning Center



February 8, 2017
Sci-Arc, Keck Auditorium

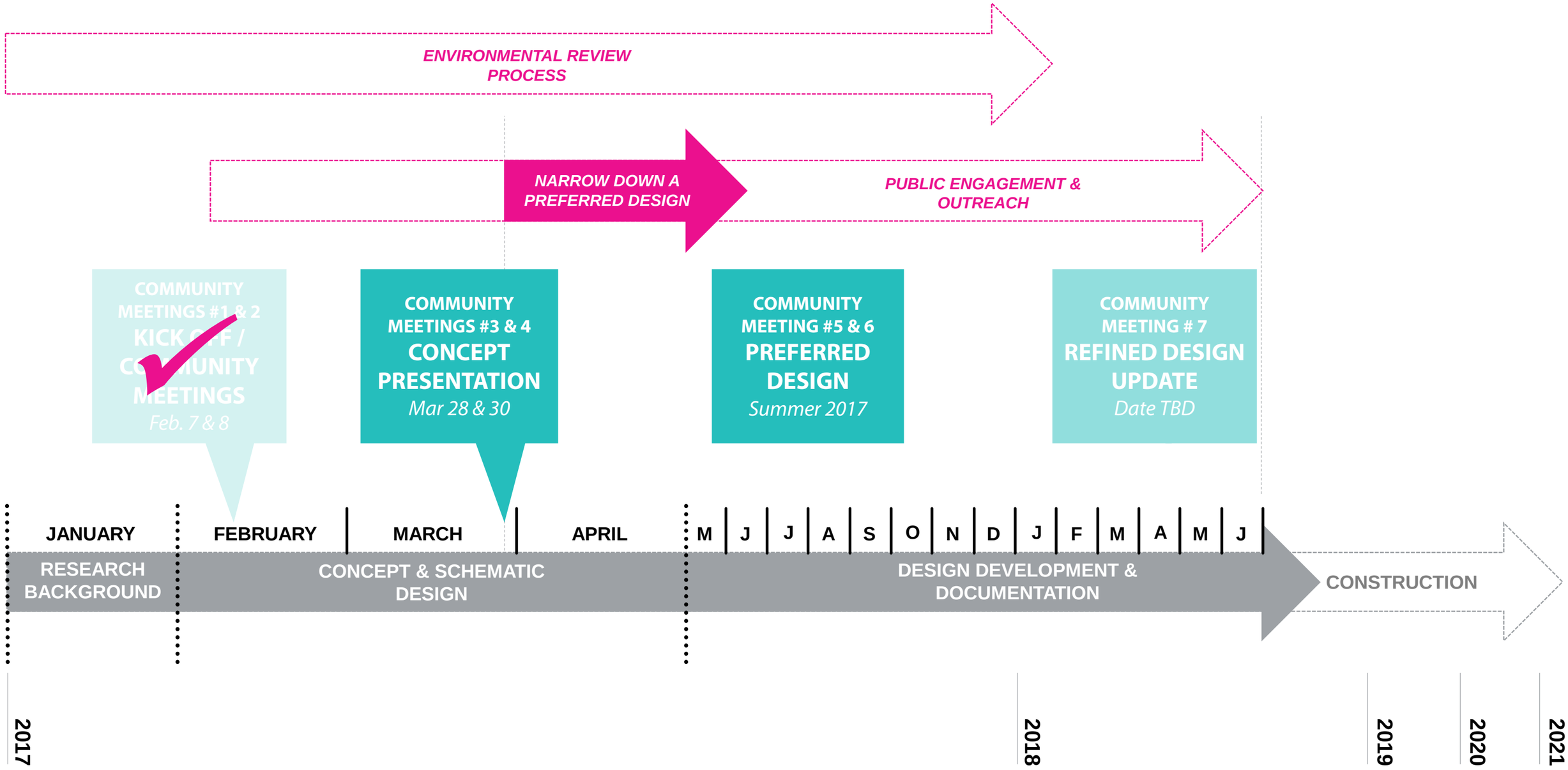
WELCOME

WHERE ARE WE GOING?

- **We will use your feedback to develop one preferred conceptual direction**
- **Next Public Park Design Meeting: SUMMER 2017 – Preferred Conceptual Direction**

WELCOME

PUBLIC PROCESS SCHEDULE



AGENDA

PUBLIC ENGAGEMENT PROCESS

recap of community meetings #1 & 2
survey results

CONCEPTUAL DESIGN APPROACHES

opportunities & constraints
01 - Promenade
02 – Canopy & Objects
03 – Episodic

SMALL GROUP SESSIONS and PRESENTATIONS

NEXT STEPS

PUBLIC ENGAGEMENT PROCESS

RECAP OF COMMUNITY MEETINGS #1 & 2
SURVEY RESULTS

PUBLIC ENGAGEMENT PROCESS

RECAP OF COMMUNITY MEETINGS #1 & 2

- Feb 7, 2017 – Puente Learning Center
- Feb 8, 2017 – Sci-Arc
- Over 250 Participants













IMAGE CREDIT: JON FU

RECAP OF PUBLIC INPUT

February 7, 2017
PUENTE Learning Center

65 Surveys Collected

February 8, 2017
Sci-Arc, Keck Auditorium

59 Surveys Collected

ONLINE & OUTREACH

884 Surveys Collected

OVER 1000 SURVEY RESPONSES

SIXTH STREET PARK, ARTS, RIVER & CONNECTIVITY IMPROVEMENT (PARC) COMMUNITY SURVEY #1

The Sixth Street PARC, being built by the City of Los Angeles Bureau of Engineering, will be a 12-acre park underneath the new Sixth Street Viaduct. Construction of the new viaduct will be completed at the end of 2020 and the first phase of the new park will open around the same time.

We are reaching out to members of the community to find out what you would like to see and do in the new park. Please fill out the following survey and share your ideas!

Q1: What activities and uses would you like to see in the Park?
Choose ***3 preferred activities*** in each of the 8 categories. *The park cannot fit everything on the list, but your responses will help identify broad community preferences.*

HEALTH & WELLNESS

more active
- O Walking
- O Running/Jogging
- O Stair Running
- O Cycling
- O Roller Skating/blading
- O Exercise Circuit
- O Working out
- O *Other:*_____

more passive
- O Sitting
- O Relaxing
- O Finding Peace
- O Cloud Watching
- O Sunning
- O Tai Chi / Yoga
- O *Other:*_____

SPORTS / GAMES / PLAY

more active
- O Soccer
- O Baseball Practice
- O Basketball
- O Volleyball
- O Racquetball
- O Kids Play (Standard)
- O Kids Play (Custom)
- O Kids Play (Water)
- O Dogs Play
- O *Other:*_____

more passive
- O Pick-Up Ball Games
- O Chess/Checkers
- O Bocce/Horseshoes
- O Sports Spectating Areas
- O *Other:*_____

ADVENTURE

more active
- O Skateboarding
- O Ziplining
- O Rock Climbing
- O Kayaking
- O Tree Top Walk
- O *Other:*_____
- O *Other:*_____
- O *Other:*_____

SOCIAL / GATHERING / EATING
- O Picnics / Grilling
- O Take-out (food carts/vending)
- O Take-out (food trucks)
- O Take-out (kiosk) - local cafes
- O Eat-in (cafe) - local
- O Local Farmers Markets
- O Community Kitchen
- O Seniors Classes
- O Family Gatherings
- O Weddings
- O Birthdays
- O Quinceanera
- O Civic Celebrations
- O Volunteering
- O Child Care
- O *Other:*_____
- O *Other:*_____

NATURE & BEAUTY

more active
- O Birdwatching
- O Gardening
- O *Other:*_____

more passive
- O Sunset Viewing
- O Enjoying Nature
- O Enjoying Fountains
- O Air Freshening
- O Water Conserving Gardens
- O Bioswales
- O Soil Conserving/Composting
- O Habitat
- O *Other:*_____

ARTS / CULTURE / ENTERTAINMENT

more active
- O Performing
- O Dancing
- O *Other:*_____

more passive
- O Music
- O Movies
- O Craft & Art Markets
- O Events (small, med, large)
- O Enjoying Art
- O Feature Lighting
- O Art Walks
- O *Other:*_____

EDUCATION
- O History (community)
- O History (artifacts)
- O Culture (community)
- O Nature
- O River Ecology
- O Guided Tours
- O Classes
- O Clinics
- O Job Training
- O *Other:*_____
- O *Other:*_____

SUPPORT & MOBILITY
- O Vehicle Parking
- O Bicycle Parking
- O Vehicle Drop-off/Pick-up
- O Restrooms
- O Park Information
- O Park Rentals (Bike, Kayak, etc)
- O Staff/ Security
- O Metro Bike Share
- O *Other:*_____
- O *Other:*_____

Q2: What are some other similar existing Parks that you like?
_____

Q3: How could the proposed Park reflect the identity of the neighborhoods surrounding it?
_____

Q4: What word or phrase best describes the type of park that you would like to visit?
_____

Q5: When are you most likely to visit this park? (circle one)
Weekdays: AM noon PM Weekends: AM noon PM

Q6: How will you travel to this park most often? (circle one)
Personal Vehicle Motorcycle/Scooter Public Transit Bike Skateboard Walk Run Other:_____

Q7: Who would you like to bring with you to enjoy the park? (circle one)
Children Parents Teams Special Needs Visitors Dogs Grandparents Other:_____

TELL US ABOUT YOURSELF
Your age (circle one): Under 18 18-25 26-35 36-45 46-55 56 - 65 65+
Zip-code where you live: _____(optional)

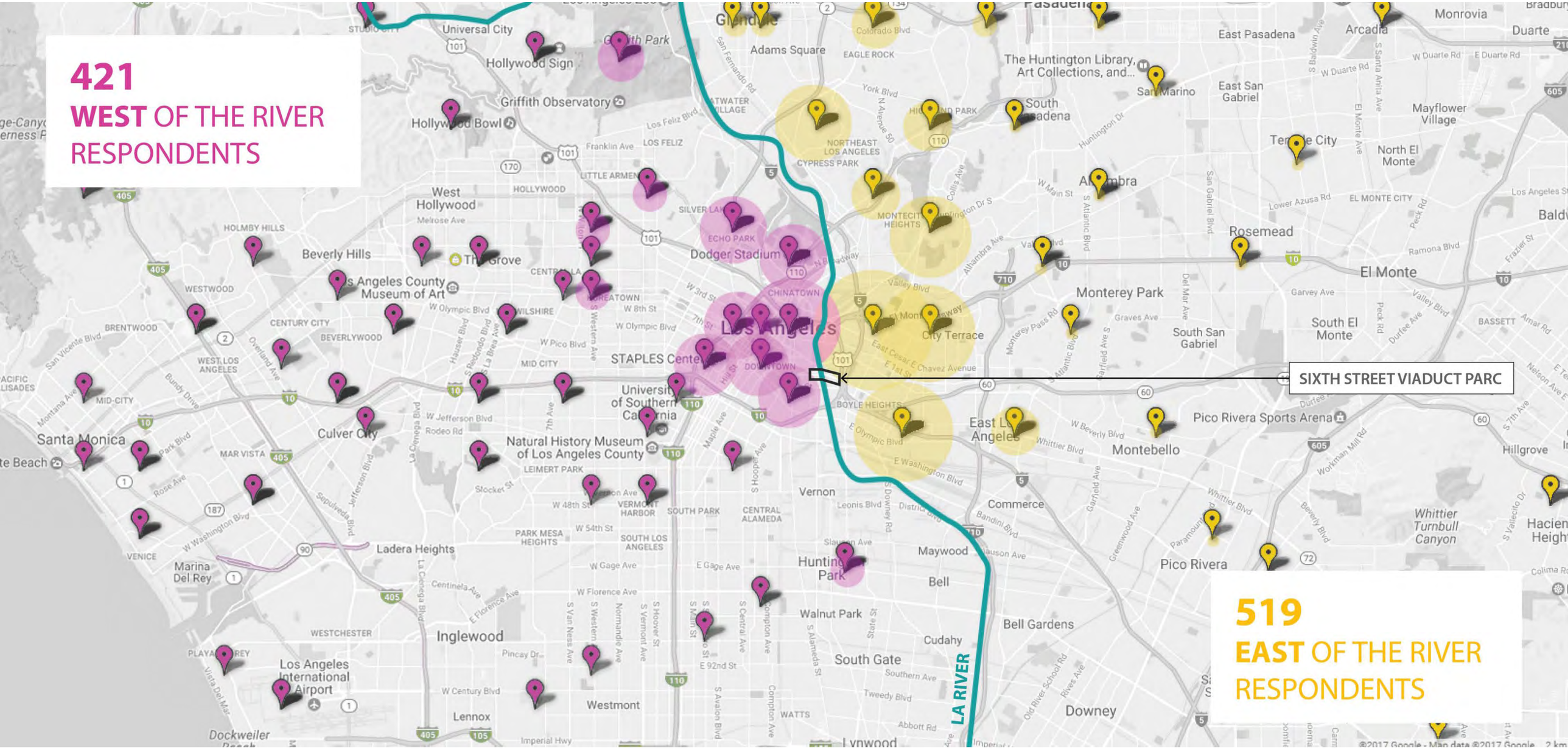
GENERAL COMMENTS
_____
_____
_____
_____
_____
_____
_____
_____
_____

HOW TO STAY INFORMED / STAY INVOLVED
There are three ways to stay involved as we develop the new park:
1. Check out our website and social media for more information **http://www.sixthstreetviaduct.org/**
2. Attend community meetings. Sign up here for project updates and invitations to meetings and events
3. Would you like to be a part of a focus group looking at a specific element of the park? If so, give us your name and contact information and we will let you know when the meetings will occur

Name: _____
Contact Info (e-mail or phone number): _____

The results of this survey will be presented at the next public meeting
Thank you - Let's create a great park together!

RECAP OF PUBLIC INPUT

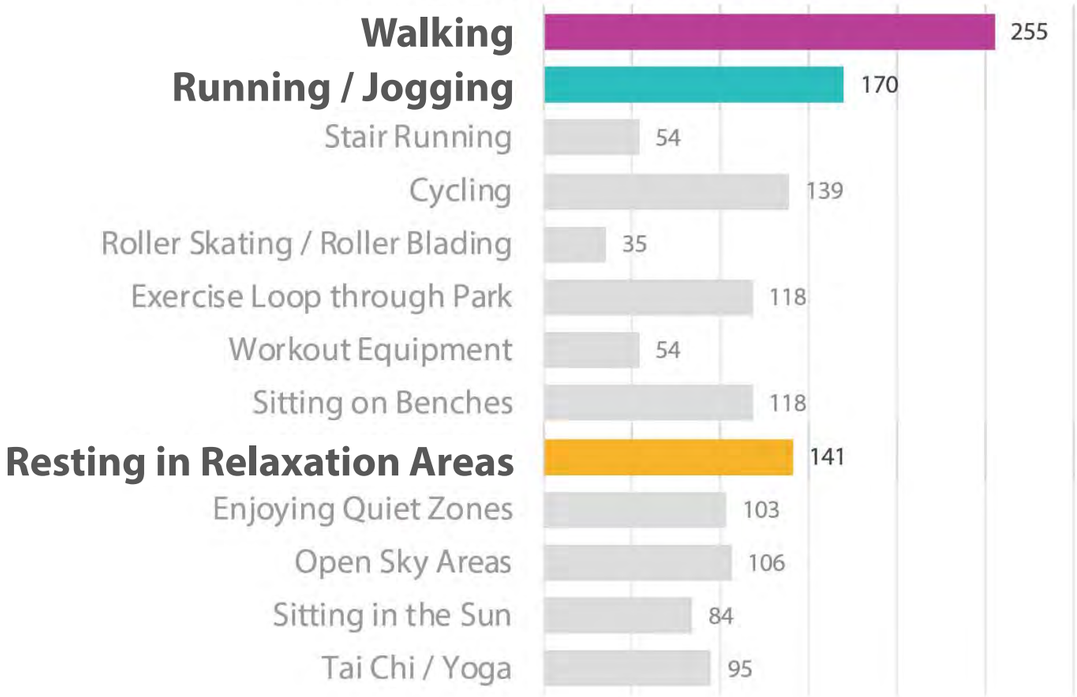


SURVEY RESULTS

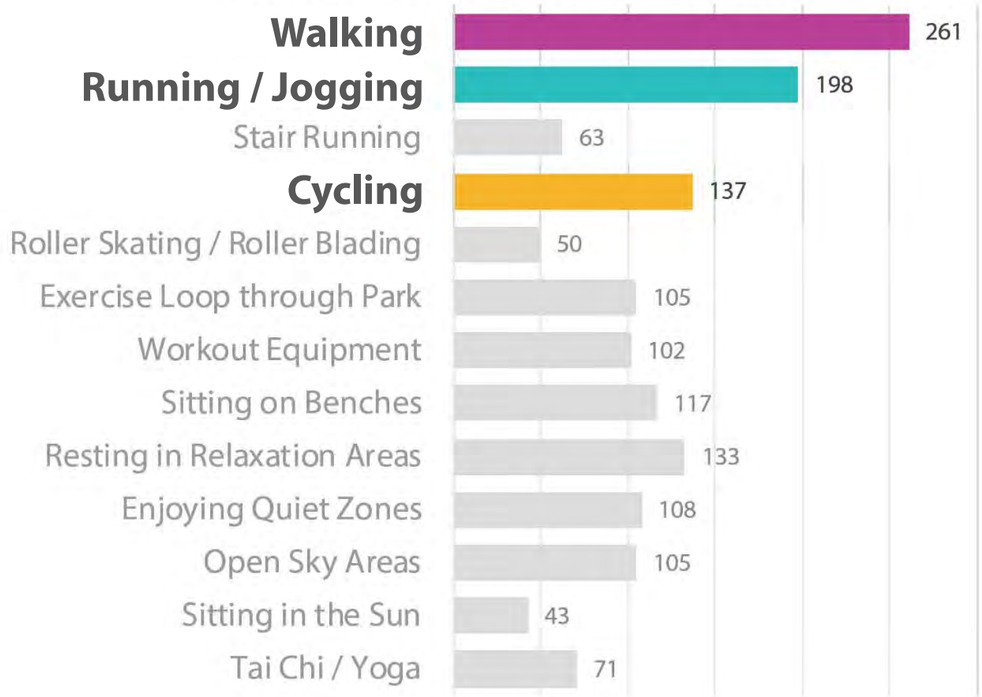
QUESTION # 1: What activities and uses would you like to see in the park?

HEALTH & WELLNESS

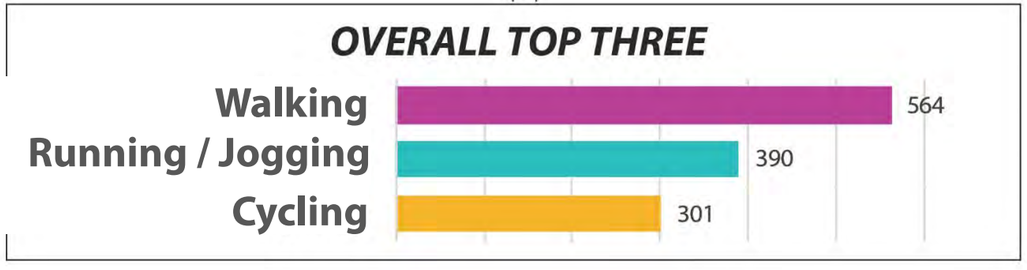
WEST OF THE RIVER (TOP THREE)



EAST OF THE RIVER (TOP THREE)



OVERALL TOP THREE

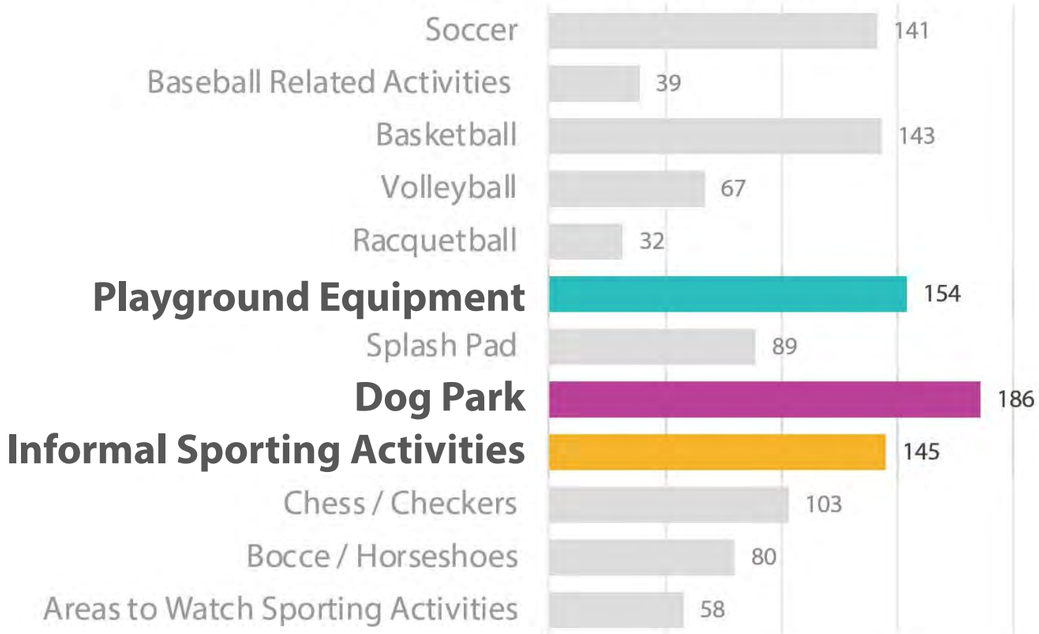


SURVEY RESULTS

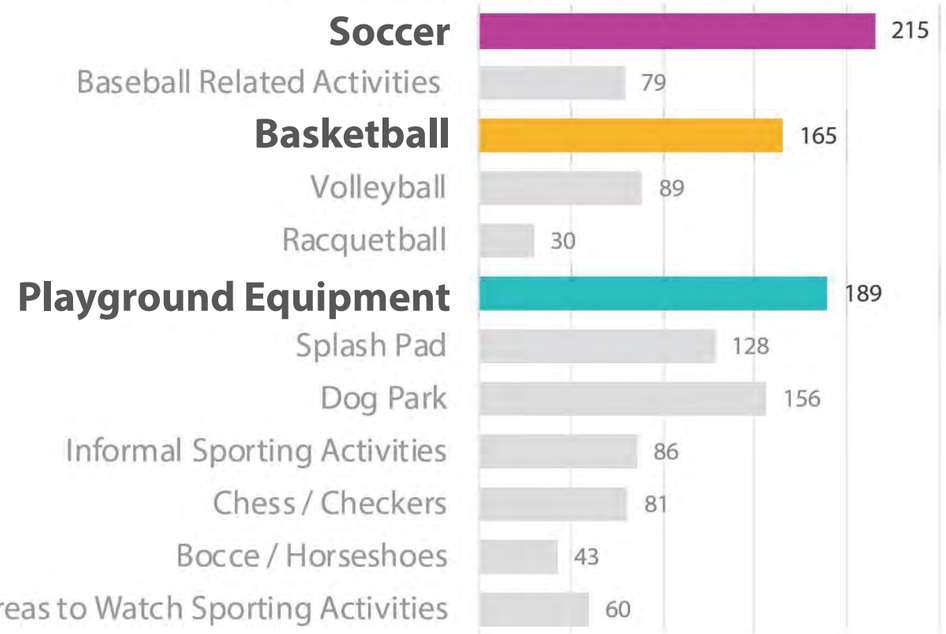
QUESTION # 1: What activities and uses would you like to see in the park?

SPORTS / GAMES / PLAY

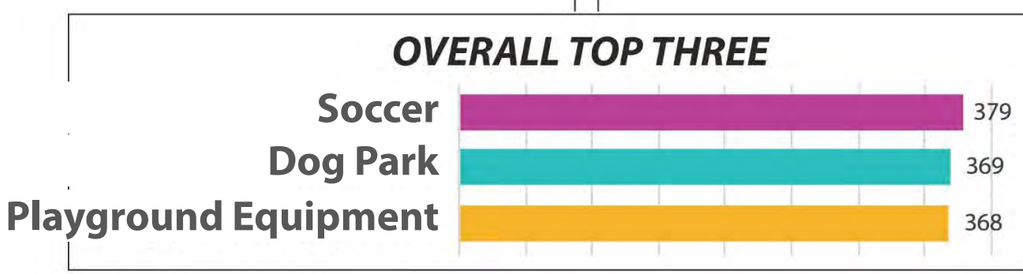
WEST OF THE RIVER (TOP THREE)



EAST OF THE RIVER (TOP THREE)



OVERALL TOP THREE



SURVEY RESULTS

QUESTION # 1: What activities and uses would you like to see in the park?

ADVENTURE

WEST OF THE RIVER (TOP THREE)



EAST OF THE RIVER (TOP THREE)



OVERALL TOP THREE

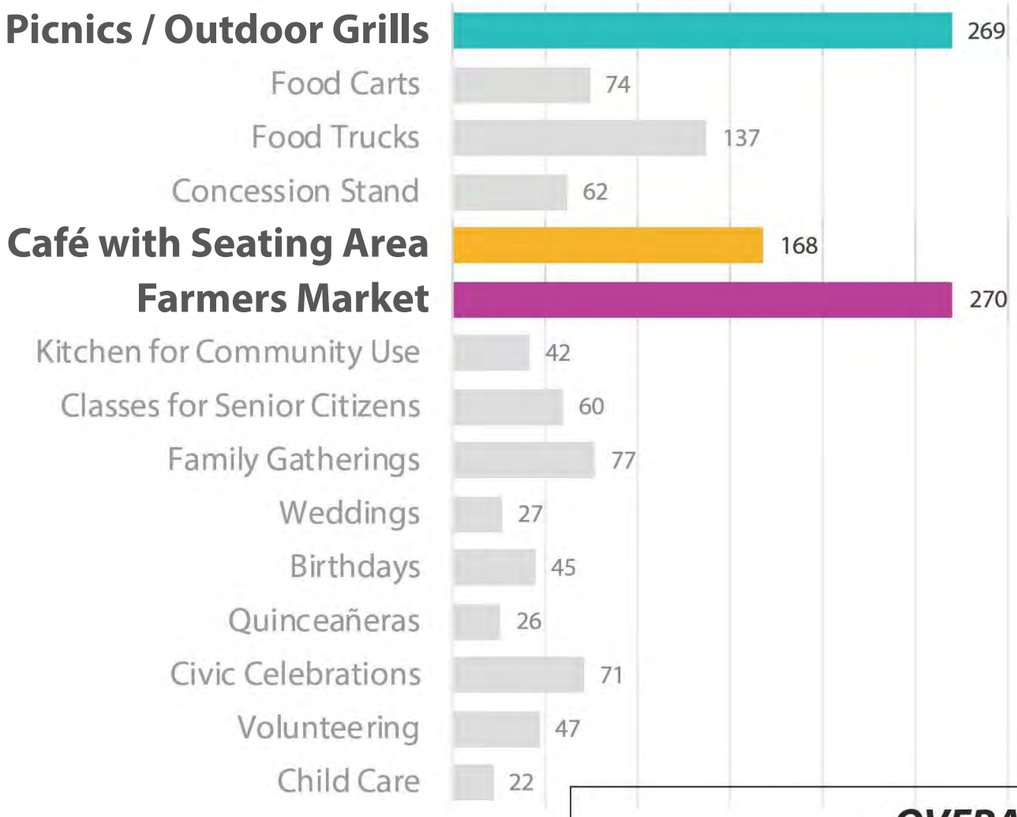


SURVEY RESULTS

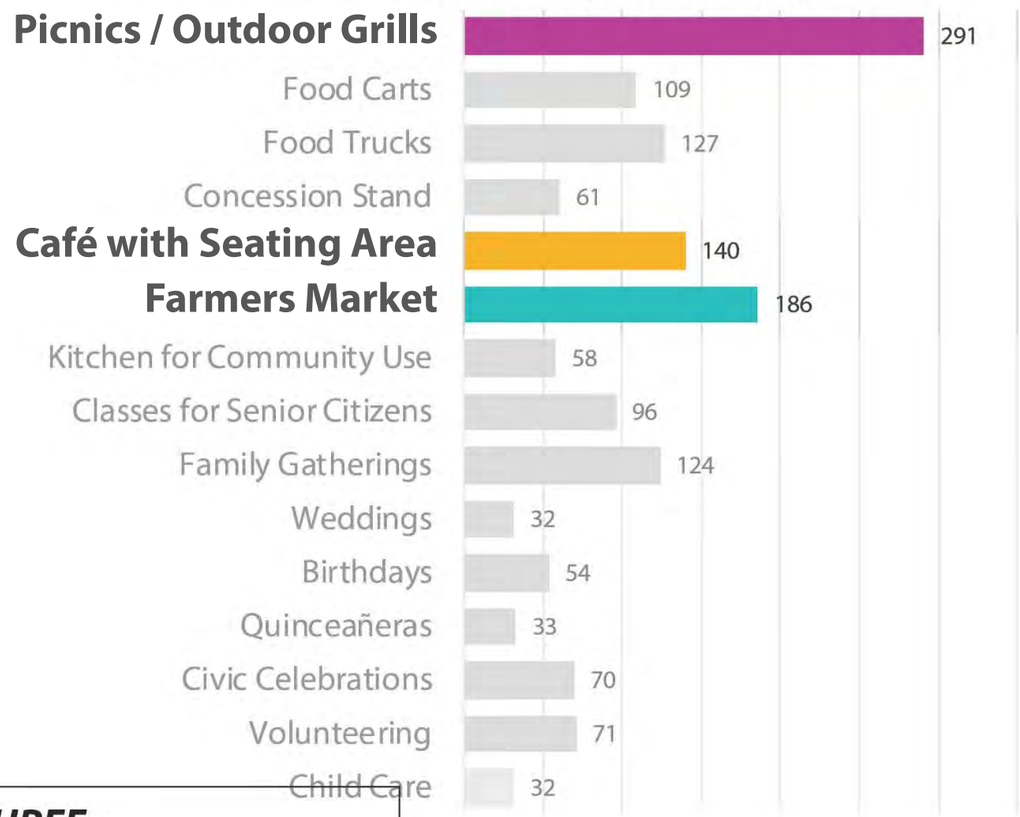
QUESTION # 1: What activities and uses would you like to see in the park?

SOCIAL / GATHERING / EATING

WEST OF THE RIVER (TOP THREE)



EAST OF THE RIVER (TOP THREE)



OVERALL TOP THREE

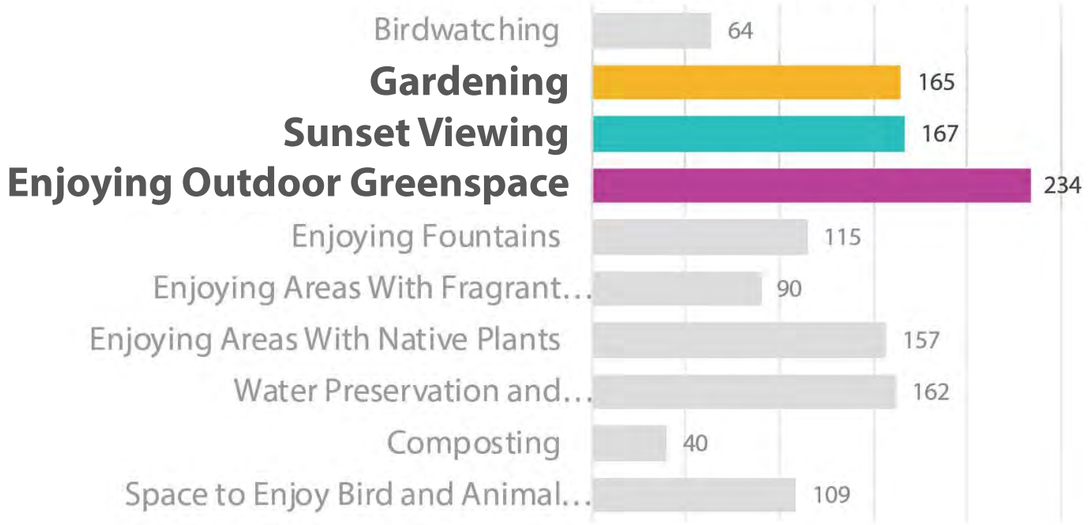


SURVEY RESULTS

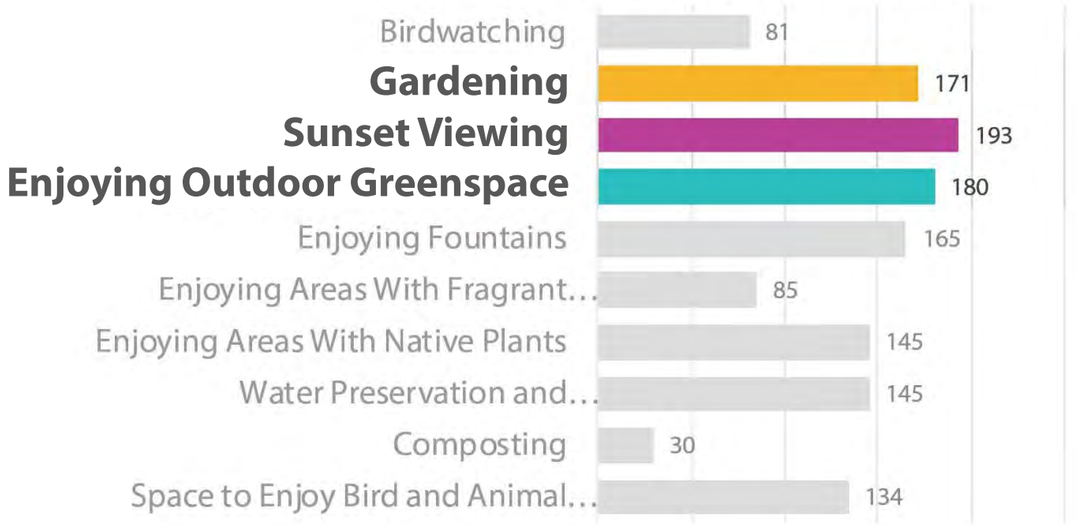
QUESTION # 1: What activities and uses would you like to see in the park?

NATURE / BEAUTY

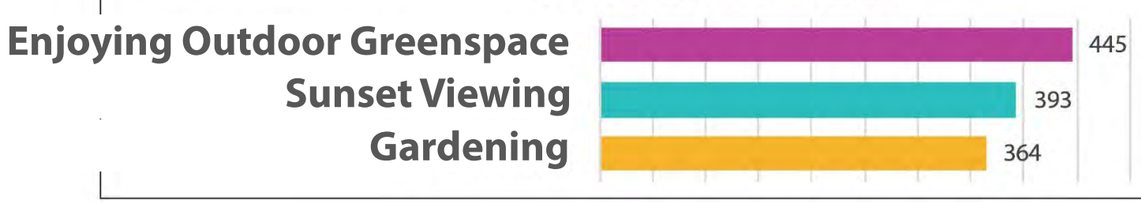
WEST OF THE RIVER (TOP THREE)



EAST OF THE RIVER (TOP THREE)



OVERALL TOP THREE

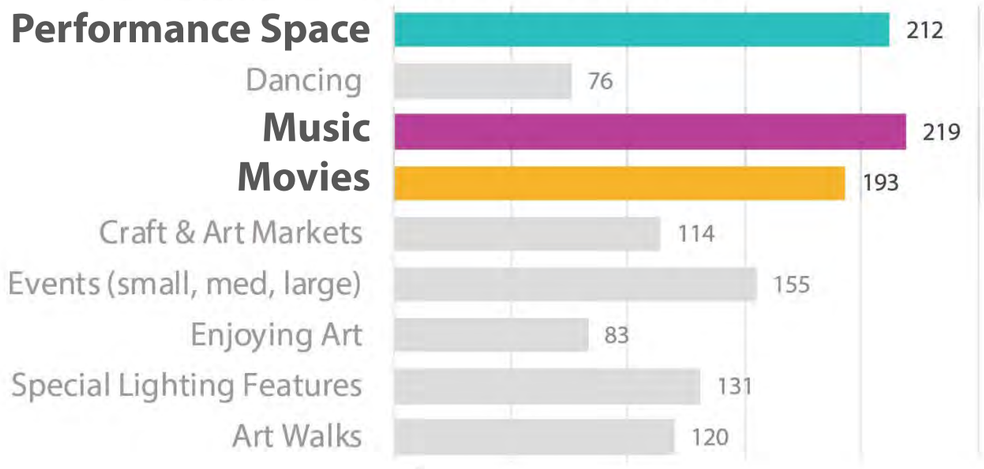


SURVEY RESULTS

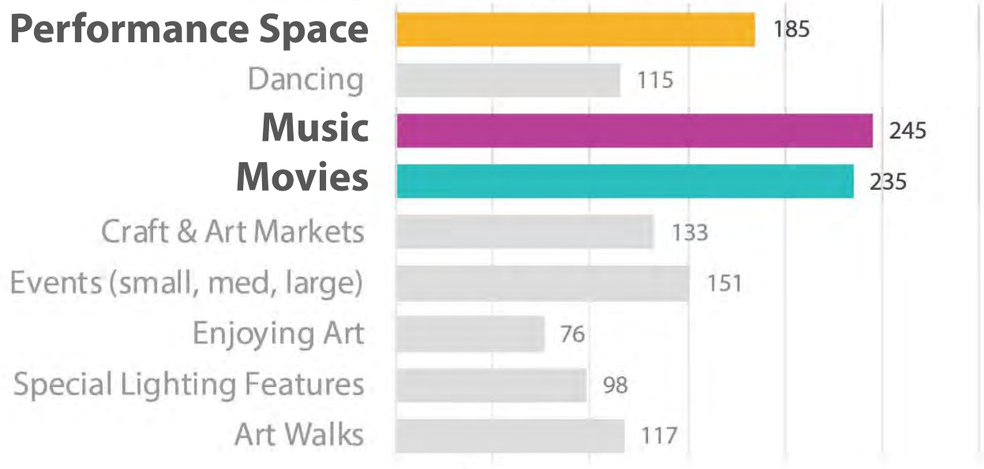
QUESTION # 1: What activities and uses would you like to see in the park?

ARTS / CULTURE / RECREATION

WEST OF THE RIVER (TOP THREE)



EAST OF THE RIVER (TOP THREE)



OVERALL TOP THREE

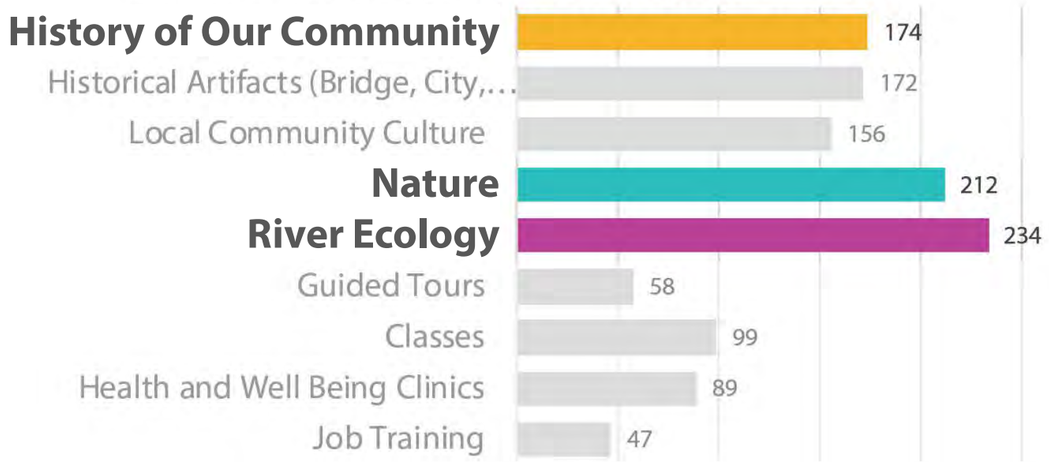


SURVEY RESULTS

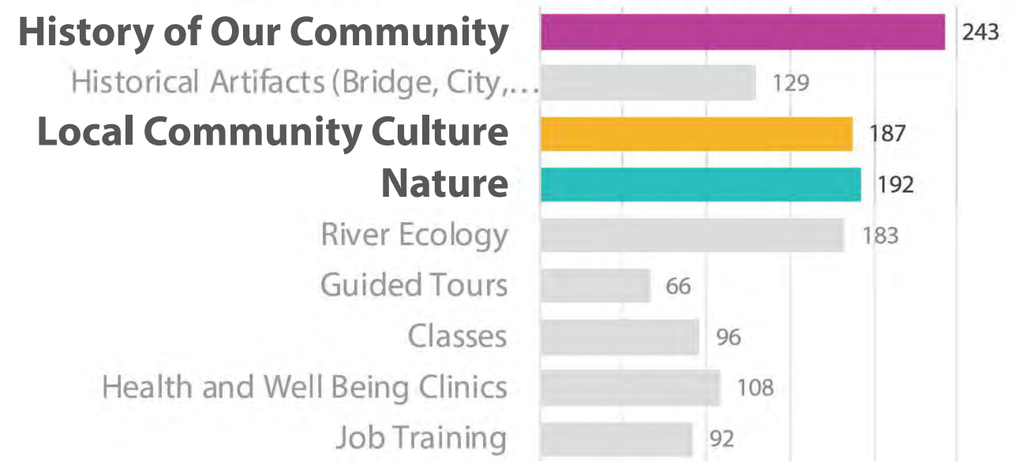
QUESTION # 1: What activities and uses would you like to see in the park?

EDUCATION

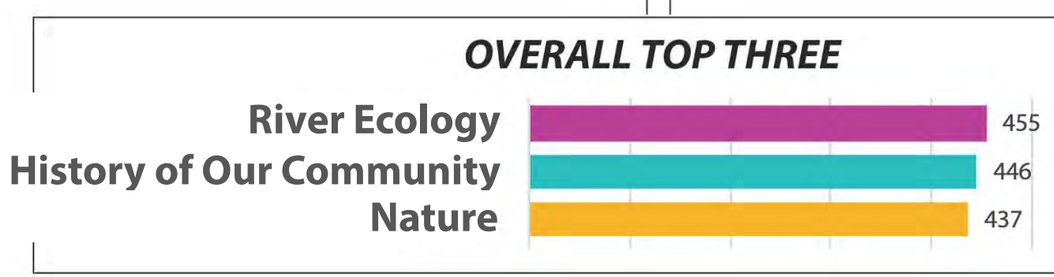
WEST OF THE RIVER (TOP THREE)



EAST OF THE RIVER (TOP THREE)



OVERALL TOP THREE

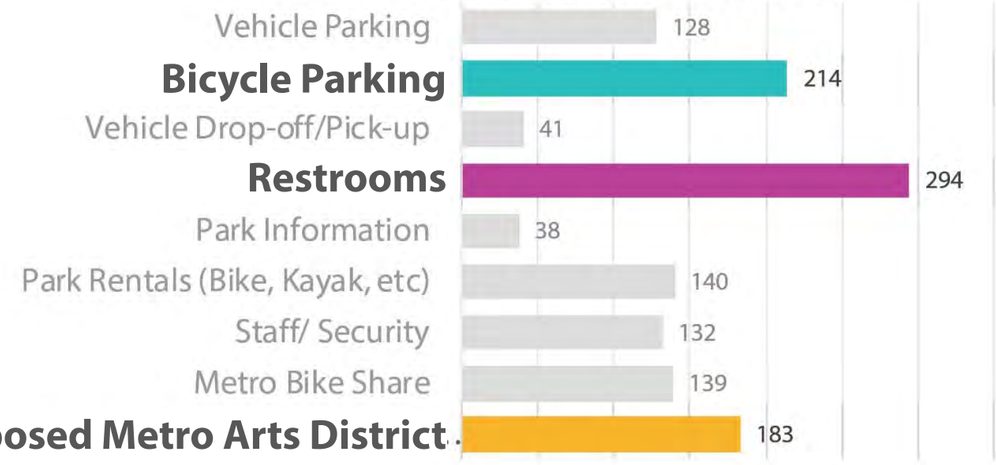


SURVEY RESULTS

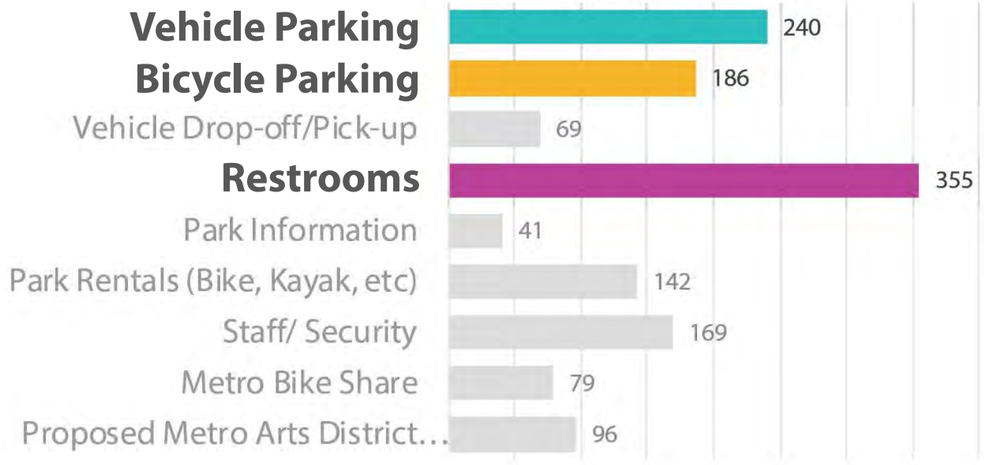
QUESTION # 1: What activities and uses would you like to see in the park?

SUPPORT & MOBILITY

WEST OF THE RIVER (TOP THREE)



EAST OF THE RIVER (TOP THREE)



OVERALL TOP THREE



SURVEY RESULTS

SUMMARY OF PRIORITIES FROM QUESTION #1

HEALTH & WELLNESS



NATURE / BEAUTY



SPORTS / GAMES / PLAY



ARTS / CULTURE / RECREATION



ADVENTURE



EDUCATION



SOCIAL / GATHERING / EATING



SUPPORT & MOBILITY



SURVEY RESULTS

QUESTION # 2: What are some other similar parks that you like?



SURVEY RESULTS

QUESTION # 3: How could the proposed Park reflect the identity of the neighborhoods surrounding it?



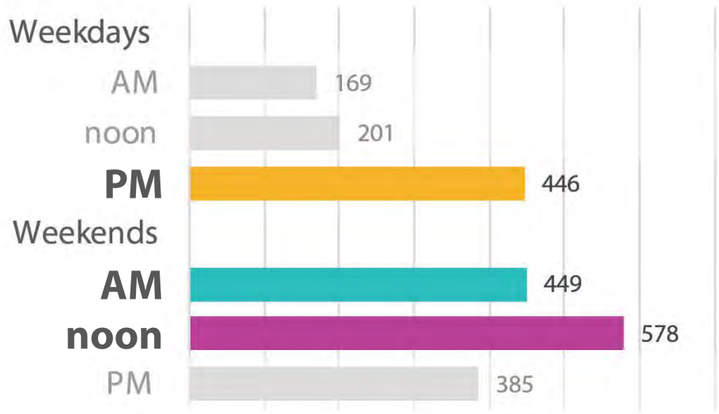
SURVEY RESULTS

QUESTION # 4: What word or phrase best describes the type of park that you want to visit?

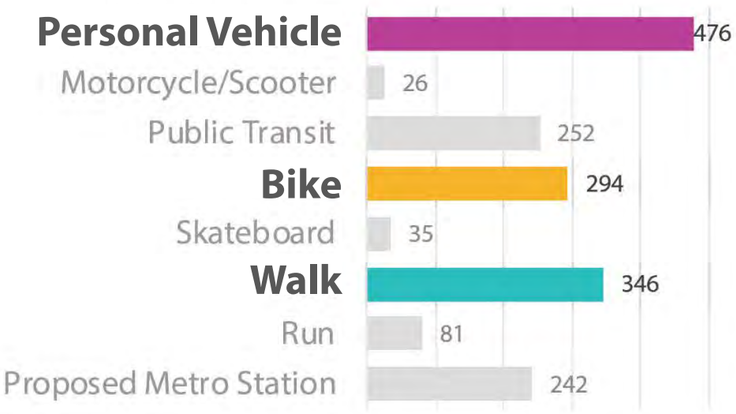


SURVEY RESULTS

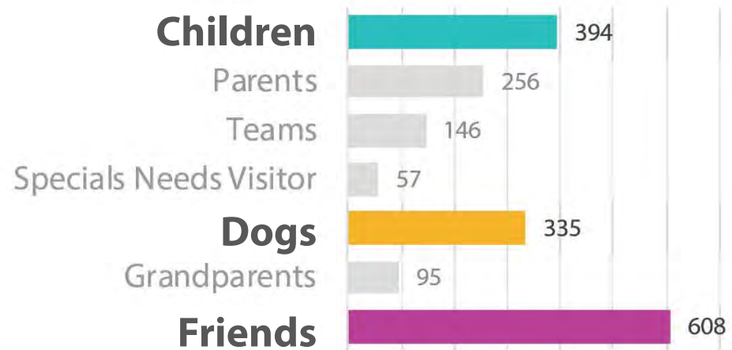
QUESTION # 5: When are you most likely to visit the park?



QUESTION # 6: How will you travel to the park most often?



QUESTION # 7: Who would you like to bring with you to enjoy the park?



SURVEY RESULTS

RECURRING WRITE-IN PRIORITIES

WEST OF THE RIVER

Incorporate Local Artists
Nature & Habitat
Reduce Noise
Activate the River
Green & Open Space
Lighting at night
Local Cafes & Food
Metro Station

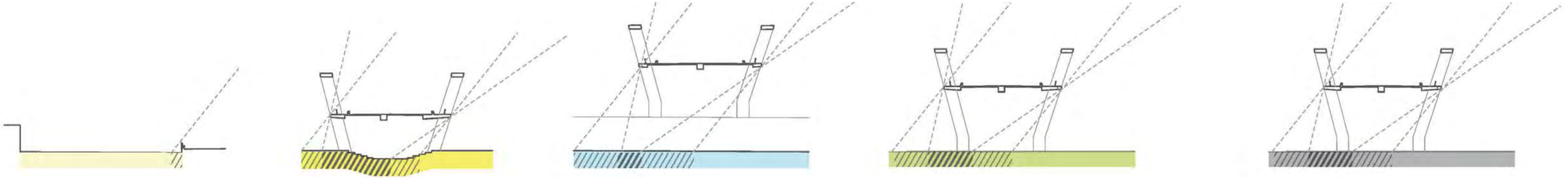
EAST OF THE RIVER

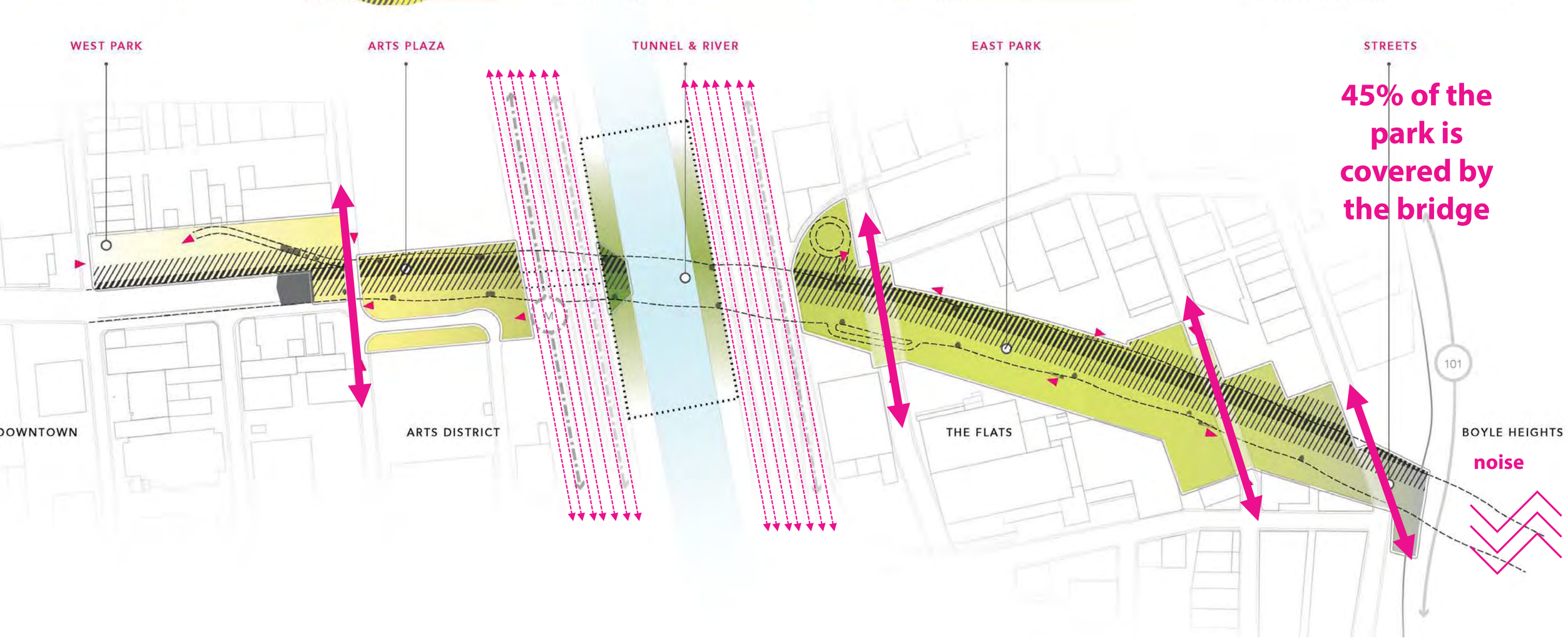
Green Space & Gardens
Incorporate Local Artists
Security, Staffing, and Surveillance
Lighting at Night
Reflect the cultural diversity of the neighborhood
Picnic and BBQ area
A place for children
Restrooms

CONCEPTUAL DESIGN APPROACHES

CONCEPTUAL DESIGN APPROACHES

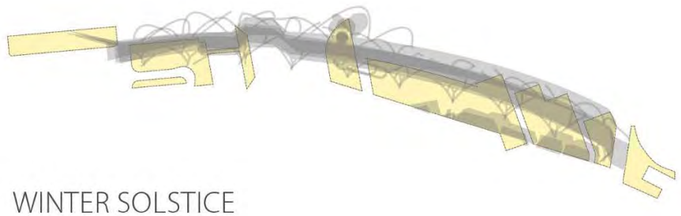
OPPORTUNITIES & CONSTRAINT: UNDER BRIDGE CONDITIONS





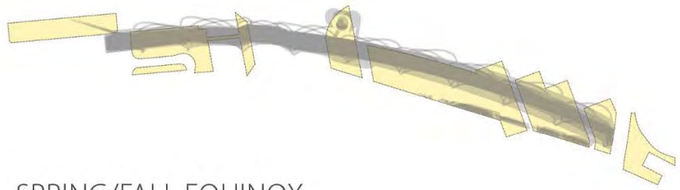
CONCEPTUAL DESIGN APPROACHES

OPPORTUNITIES & CONSTRAINT: SHADOW STUDY



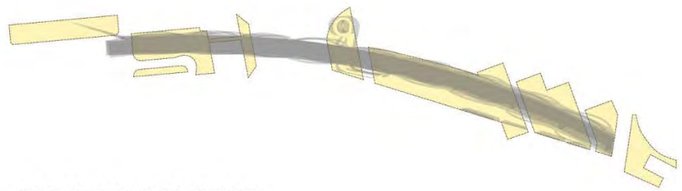
WINTER SOLSTICE

+

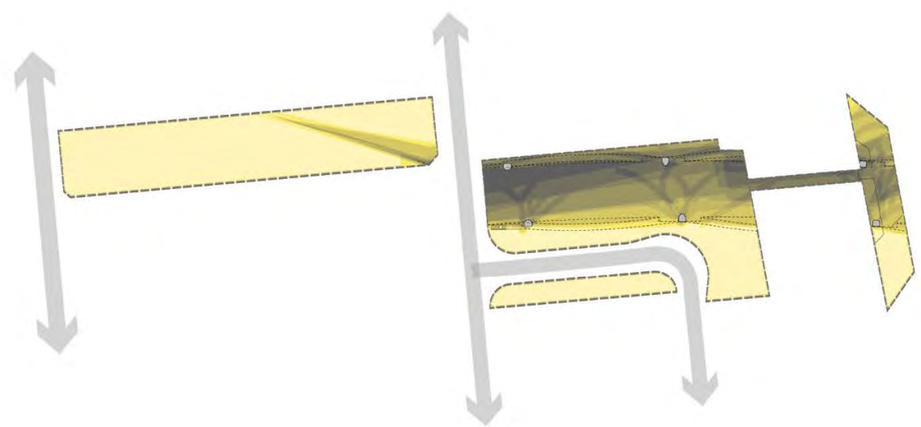


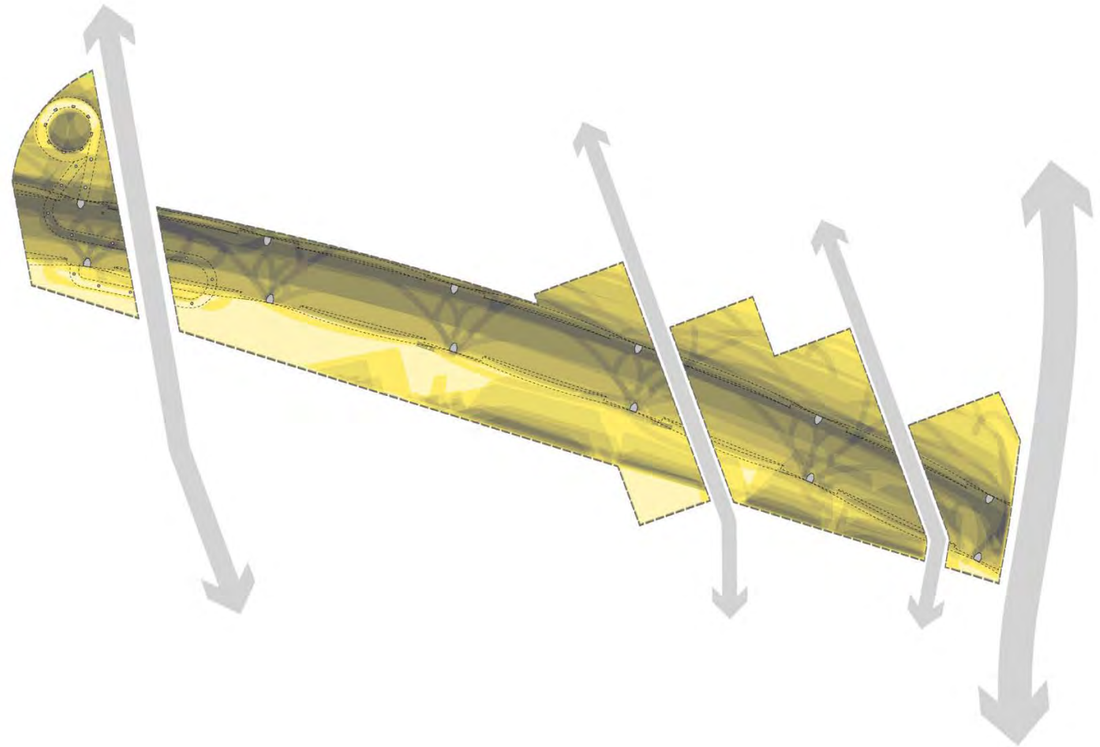
SPRING/FALL EQUINOX

+



SUMMER SOLSTICE





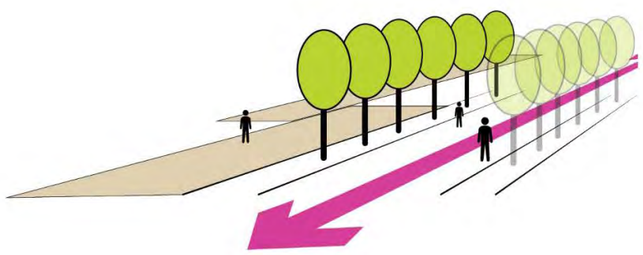
Combining Winter, Spring/Fall, and Summer Shadows, the resulting diagram shows where the location are that will get the least shade to the most shade.

LEAST SHADE → MOST SHADE

CONCEPTUAL DESIGN APPROACHES

THREE CONCEPTS

CONCEPT 01
Promenade



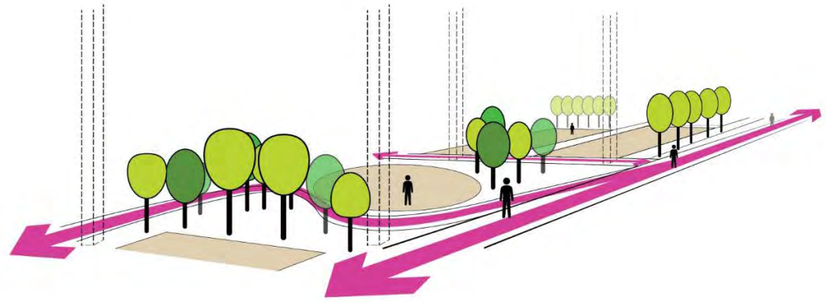
- **Direct**
- **Linear Spaces**
- **Expresses the Bridge length**

CONCEPT 02
Canopy & Objects



- **Meandering**
- **Organic Form Spaces**
- **Reflects the Bridge Architecture**

CONCEPT 03
Episodic



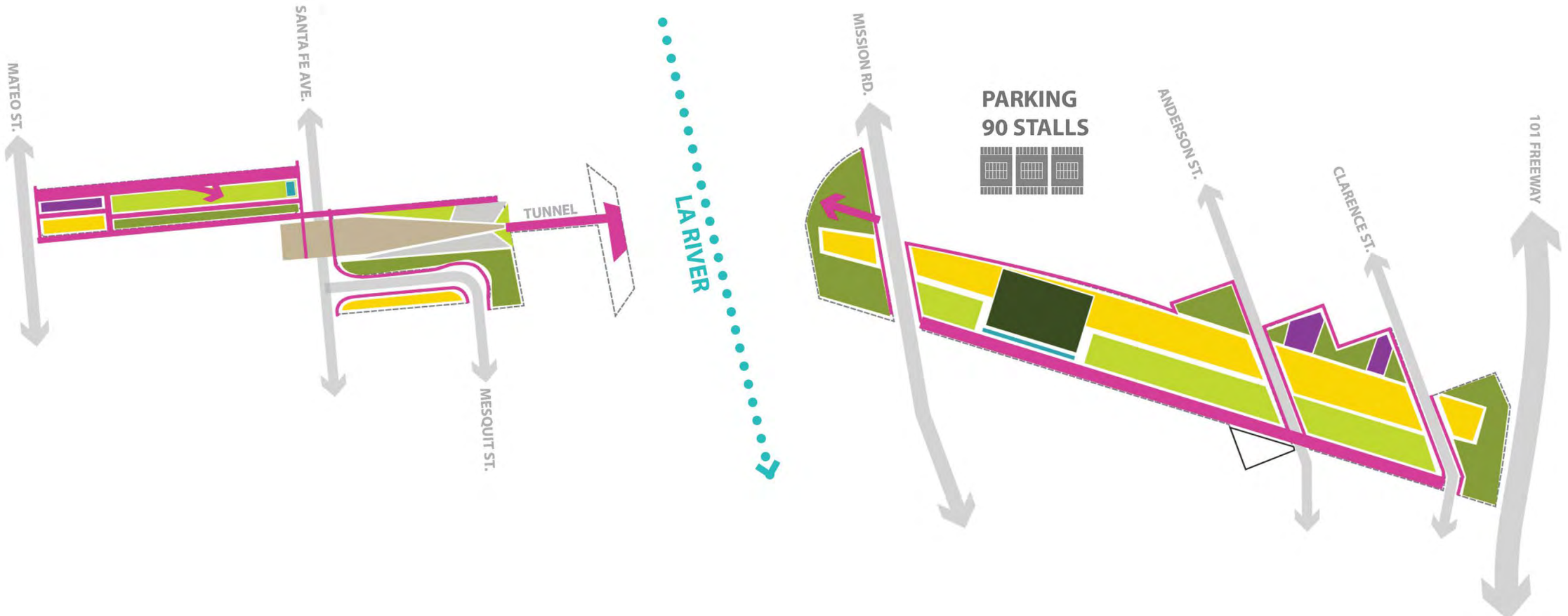
- **Sequential**
- **Outdoor Room Spaces**
- **Related to Bridge Columns & Architecture**

CONCEPTUAL DESIGN APPROACHES

CONCEPT 01 - PROMENADE

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

- CIRCULATION



CONCEPTUAL DESIGN APPROACHES

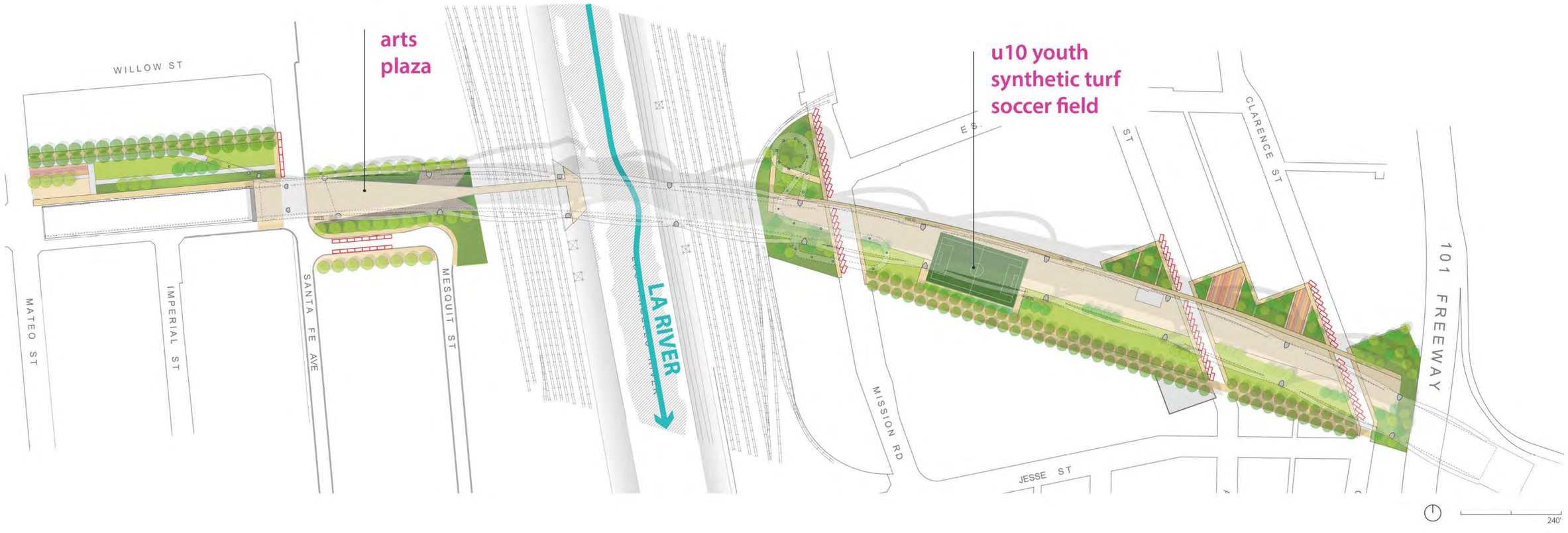
CONCEPT 01 - PROMENADE

on street parking
(90 Spaces)

WEST PARK

RIVER GATEWAY

EAST PARK



CONCEPTUAL DESIGN APPROACHES

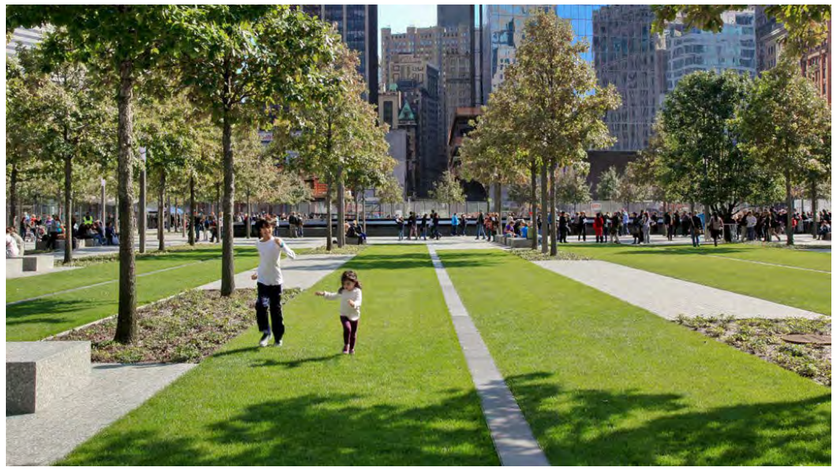
CONCEPT 01 - PROMENADE

LOOK & FEEL









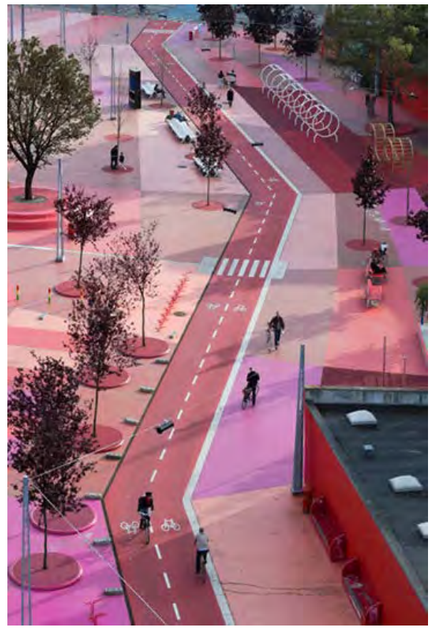


CONCEPT 01 - PROMENADE

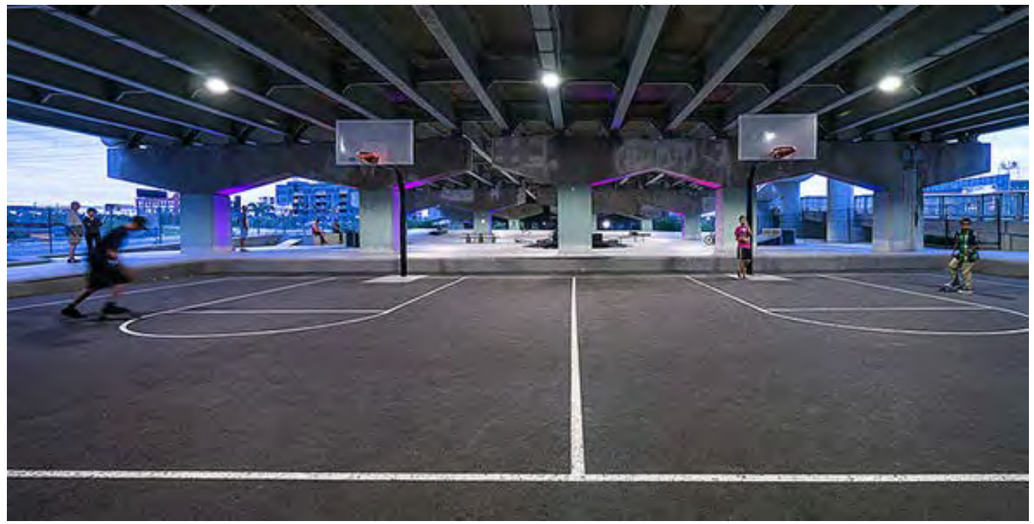
ACTIVE PROGRAMMING OPPORTUNITIES







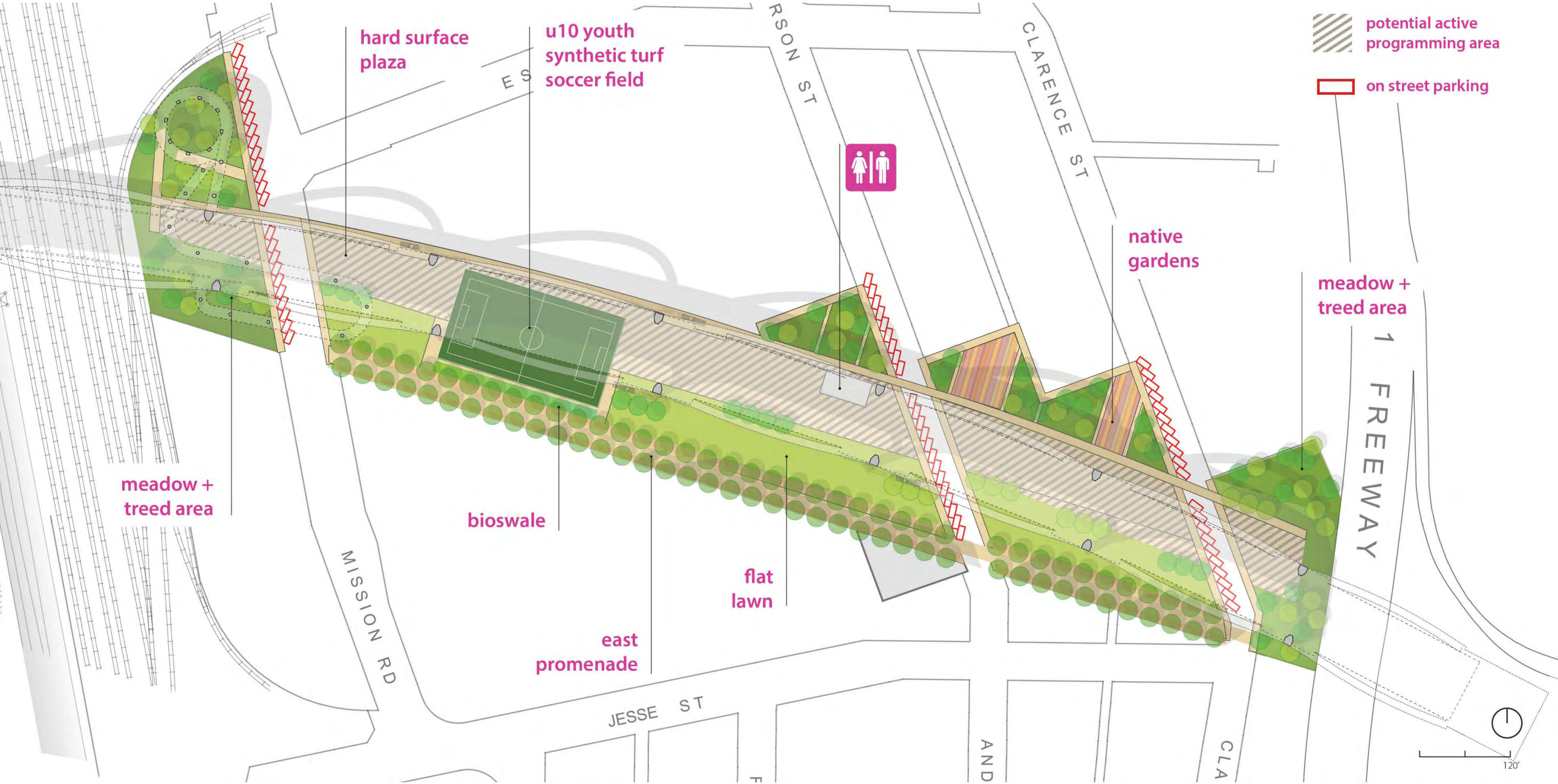




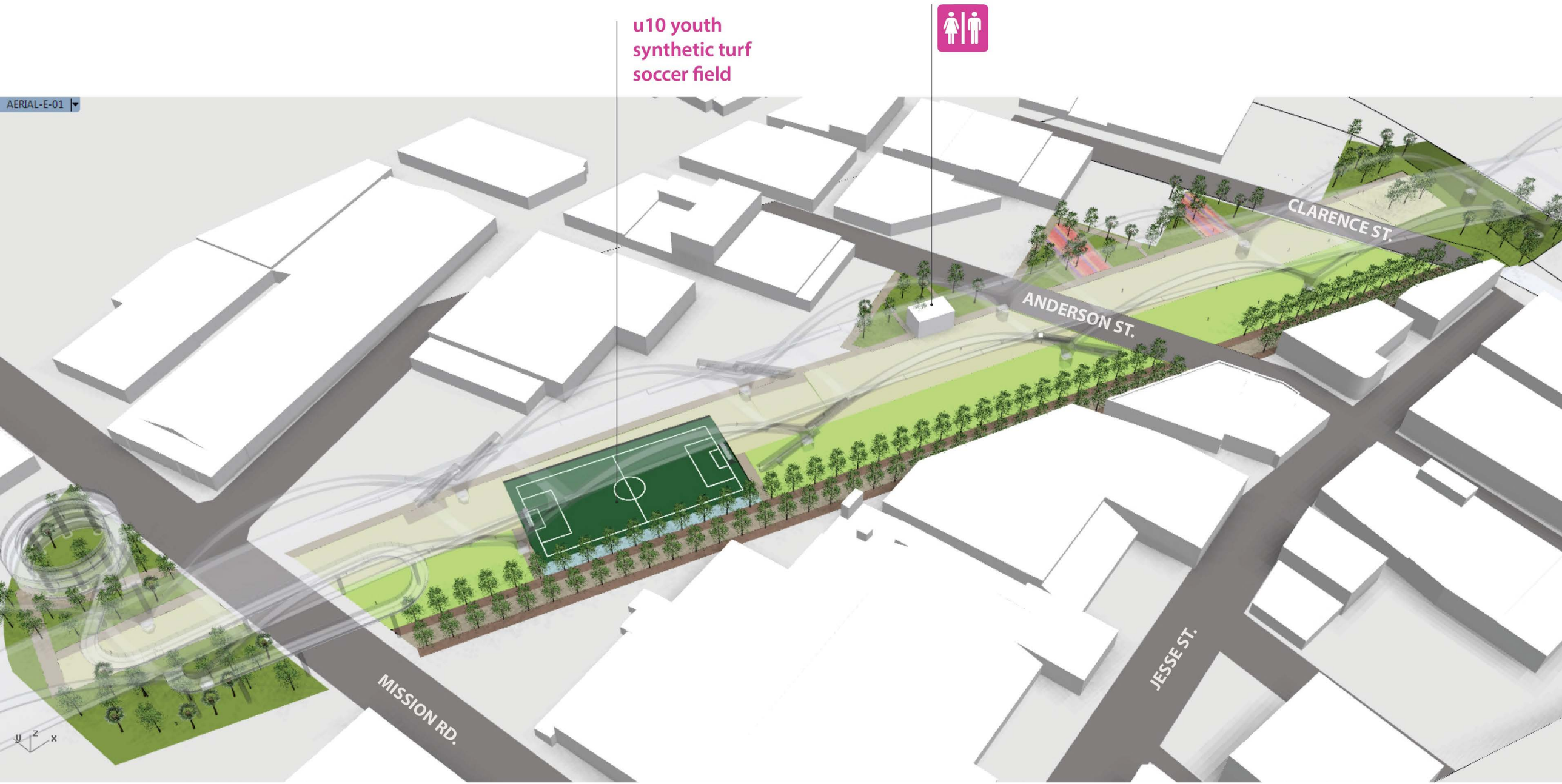
CONCEPTUAL DESIGN APPROACHES

CONCEPT 01 – PROMENADE

EAST PARK

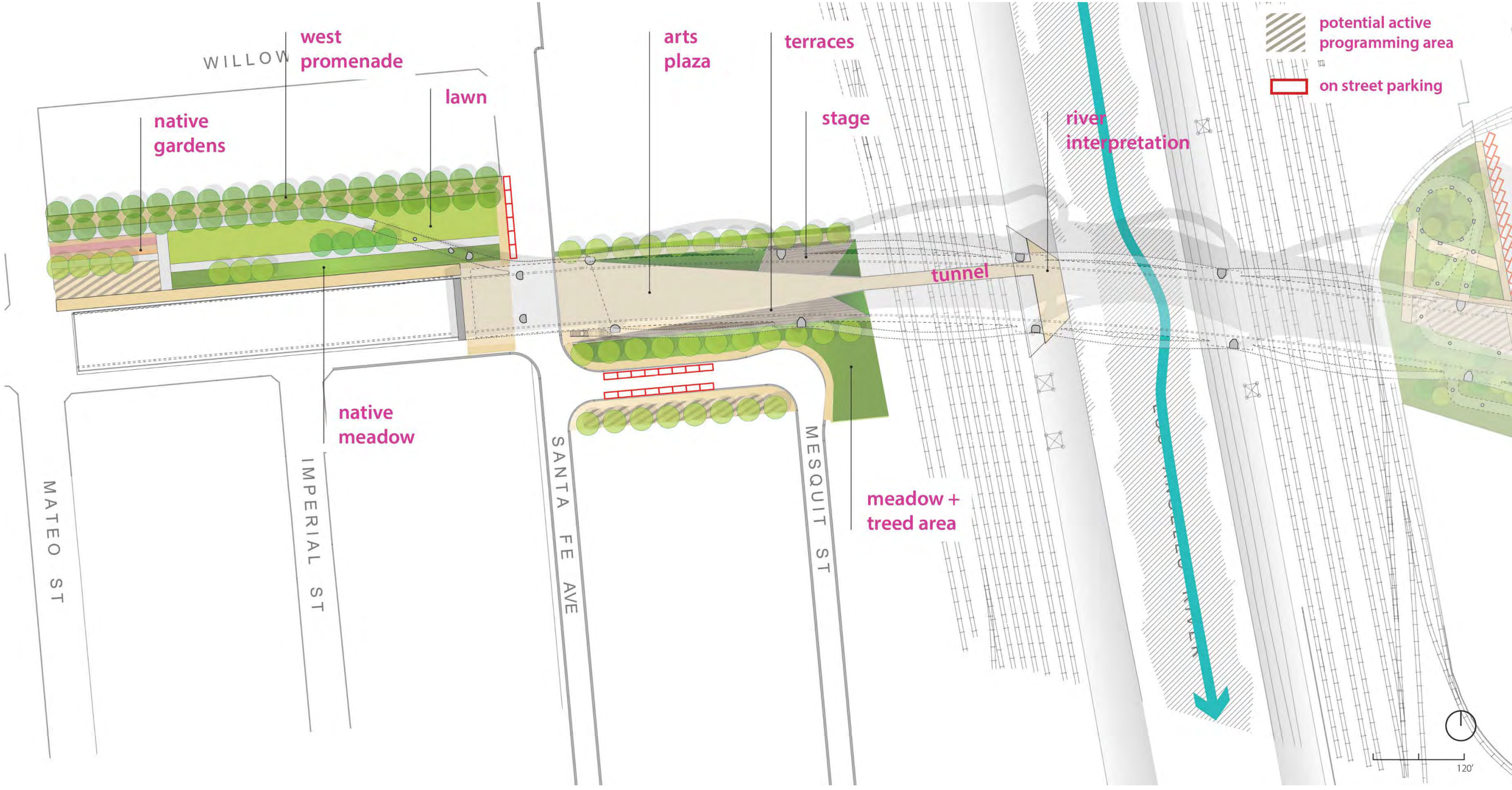


CONCEPT 01 - PROMENADE



CONCEPT 01 - PROMENADE

WEST PARK



CONCEPT 01 - PROMENADE



CONCEPT 01 - PROMENADE

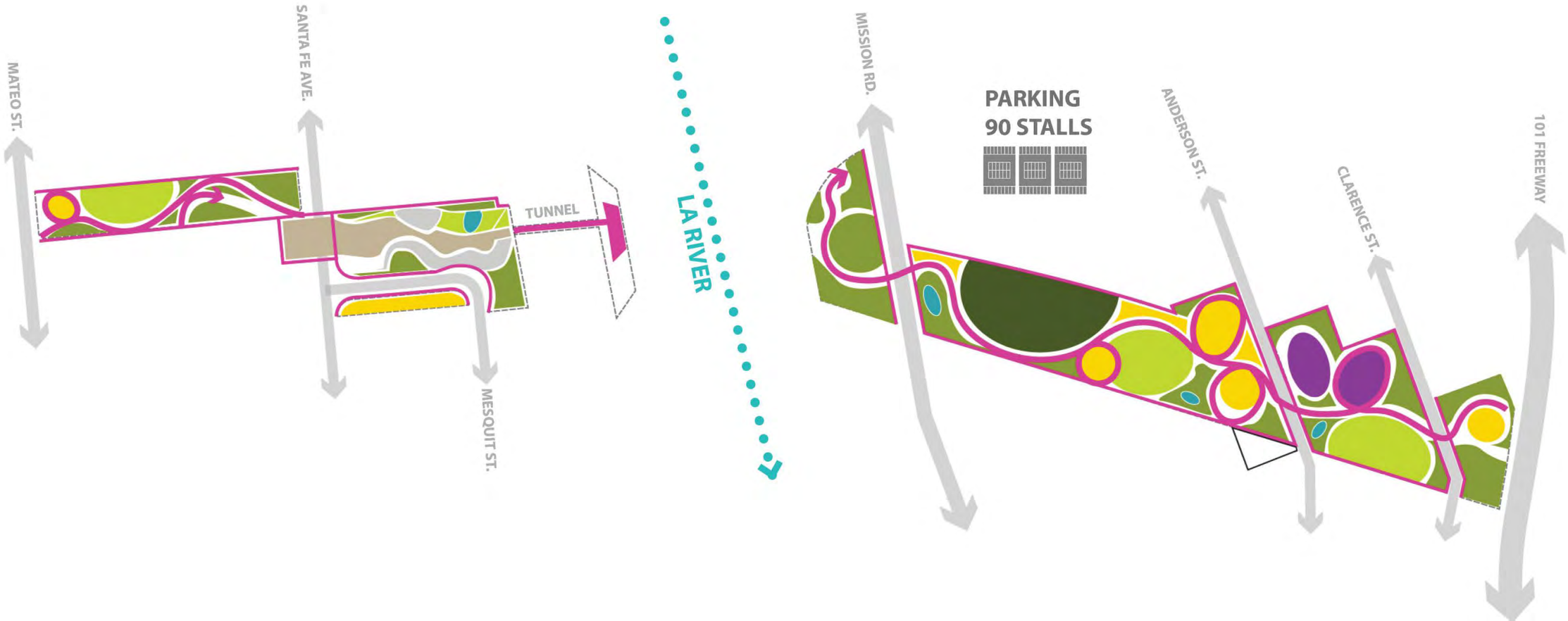


CONCEPTUAL DESIGN APPROACHES

CONCEPT 02 – CANOPY & OBJECTS

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

- CIRCULATION



CONCEPTUAL DESIGN APPROACHES

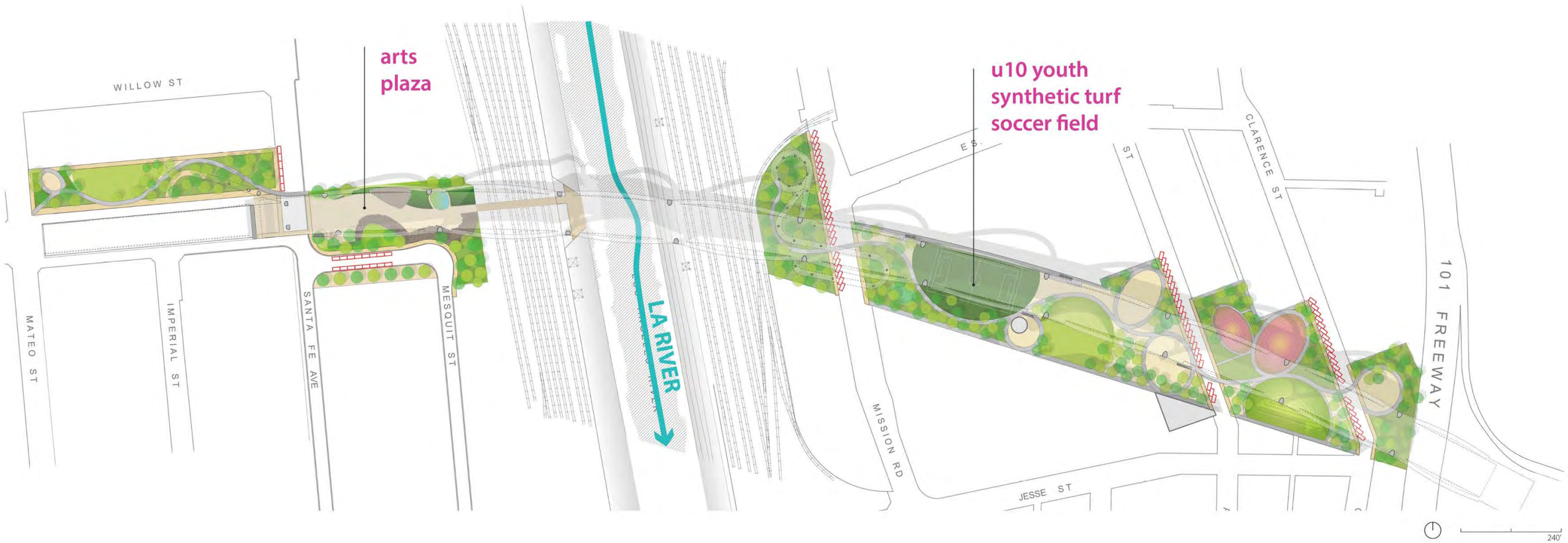
CONCEPT 02 – CANOPY & OBJECTS

on street parking
(90 Spaces)

WEST PARK

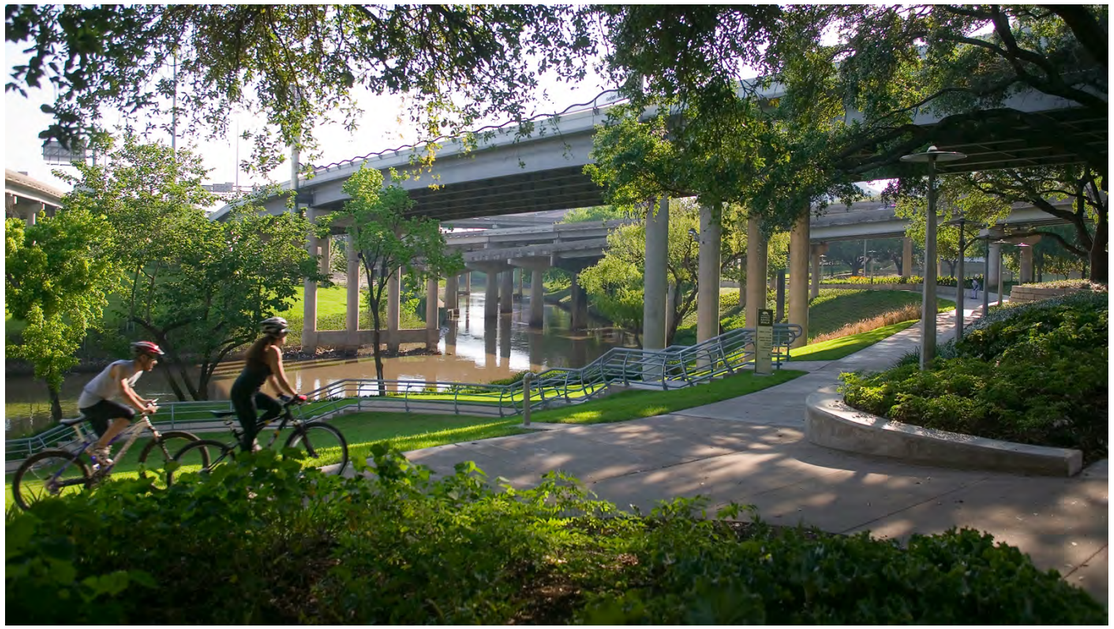
RIVER GATEWAY

EAST PARK

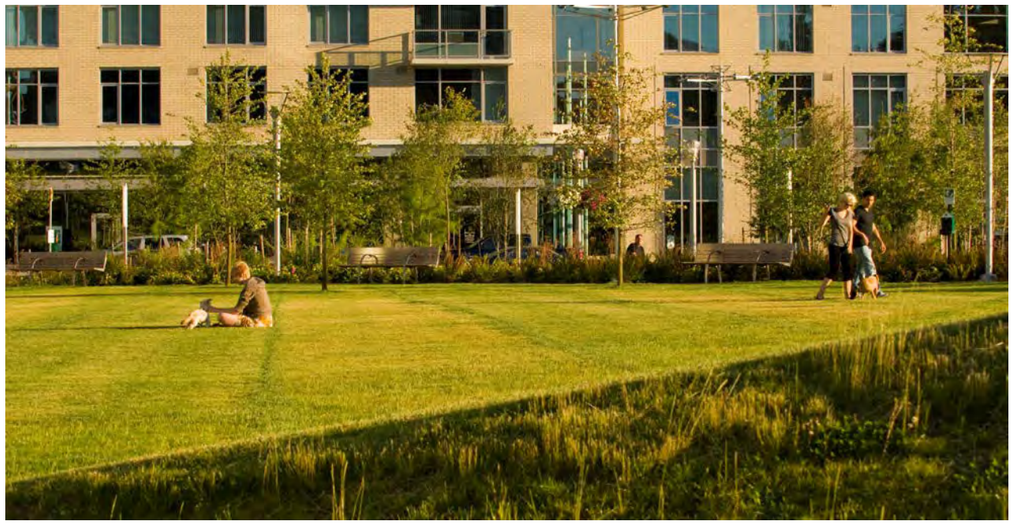


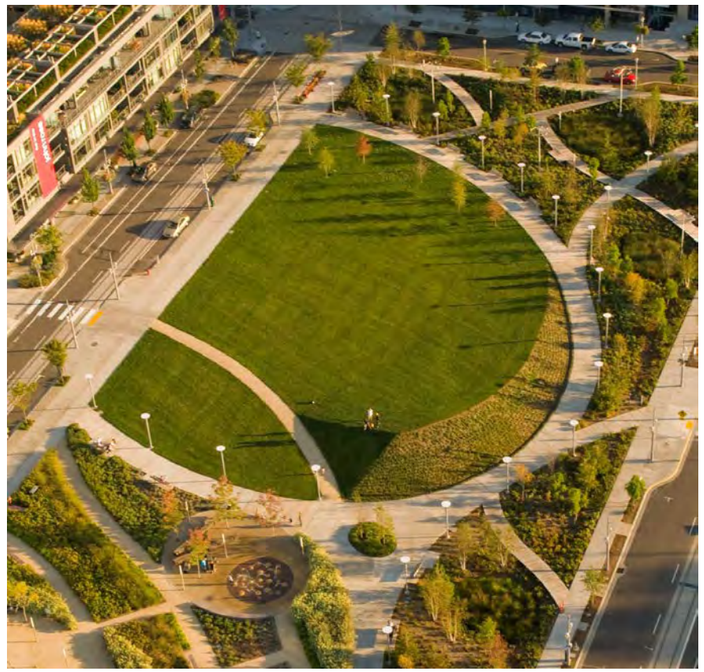
CONCEPT 02 – CANOPY & OBJECTS

LOOK & FEEL











CONCEPT 02 – CANOPY & OBJECTS

ACTIVE PROGRAMMING OPPORTUNITIES









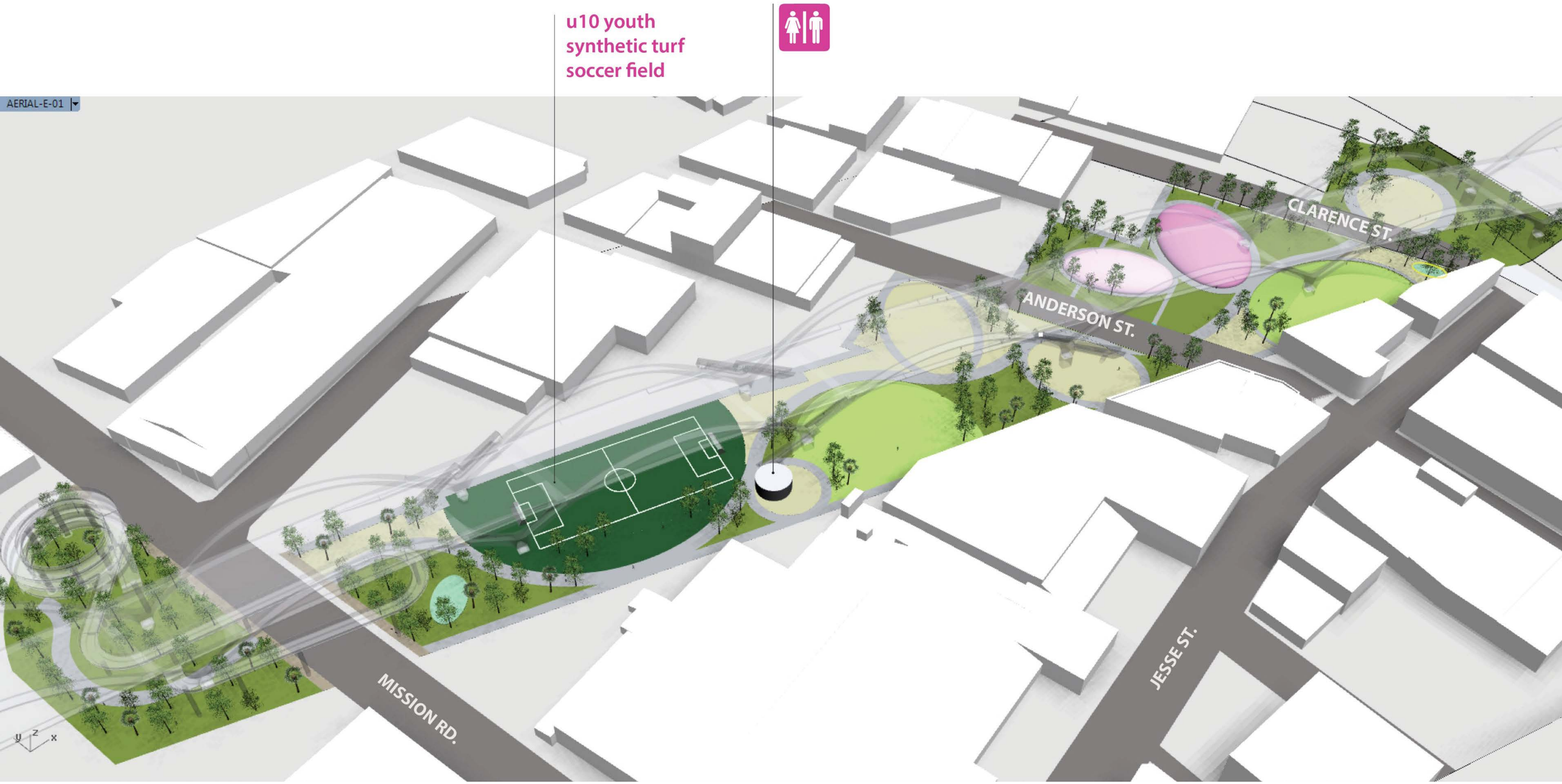


CONCEPT 02 – CANOPY & OBJECTS

EAST PARK

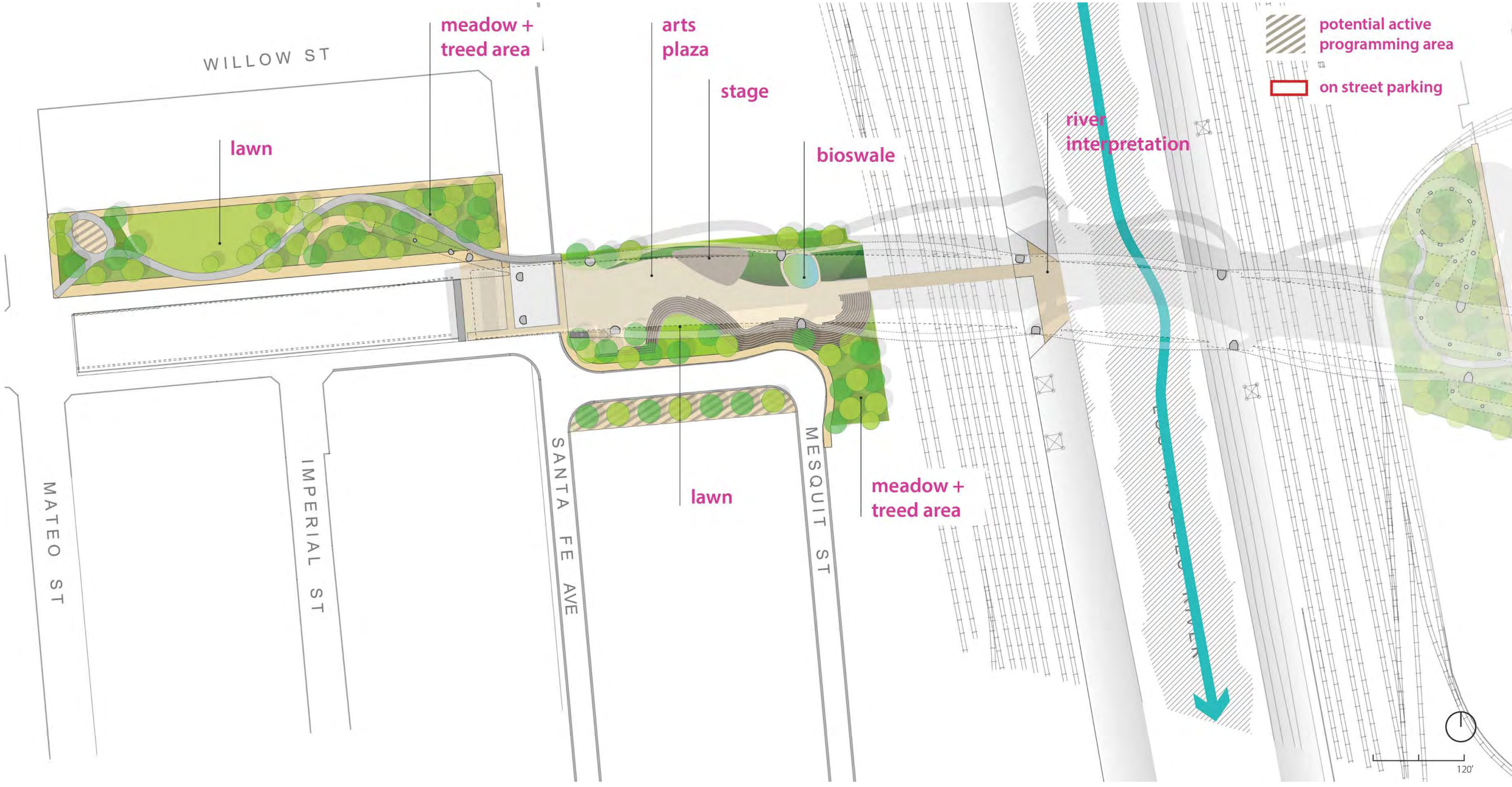


CONCEPT 02 – CANOPY & OBJECTS



CONCEPT 02 – CANOPY & OBJECTS

WEST PARK



CONCEPT 02 – CANOPY & OBJECTS



CONCEPT 02 – CANOPY & OBJECTS

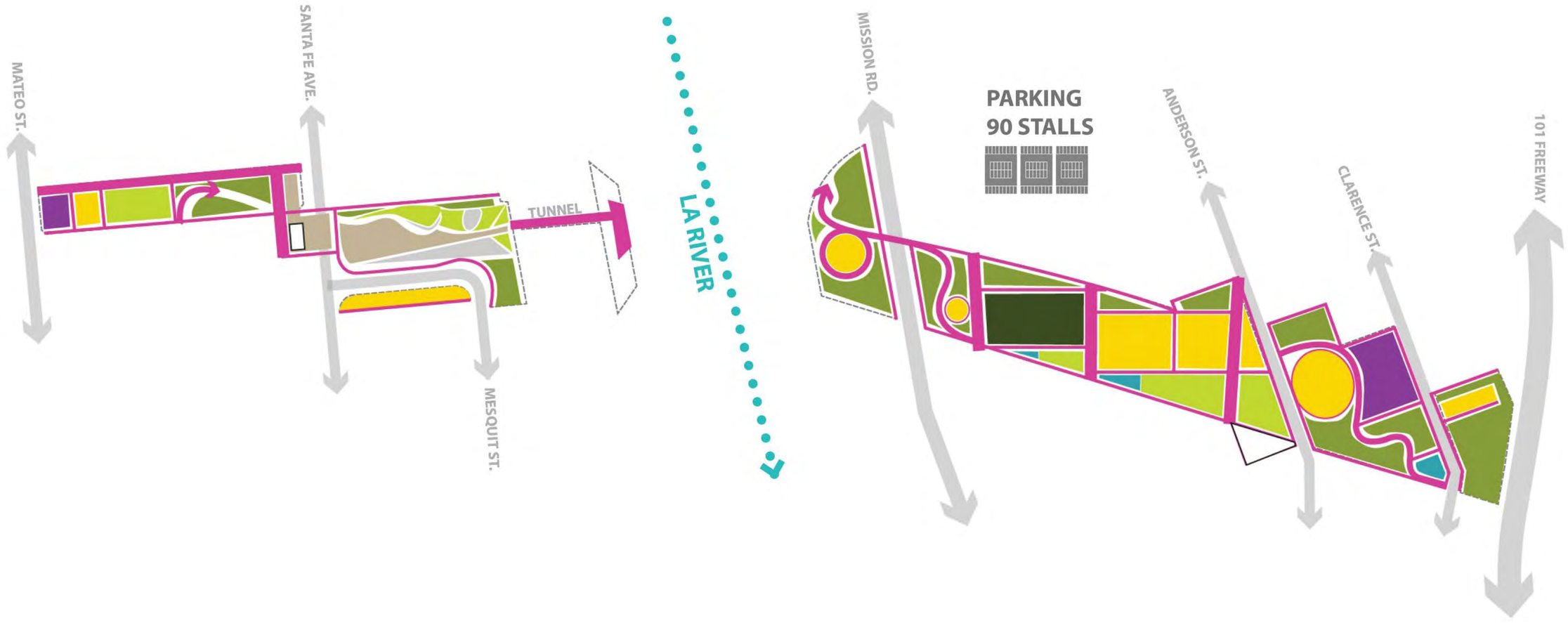


CONCEPTUAL DESIGN APPROACHES

CONCEPT 03 - EPISODIC

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

CIRCULATION



CONCEPTUAL DESIGN APPROACHES

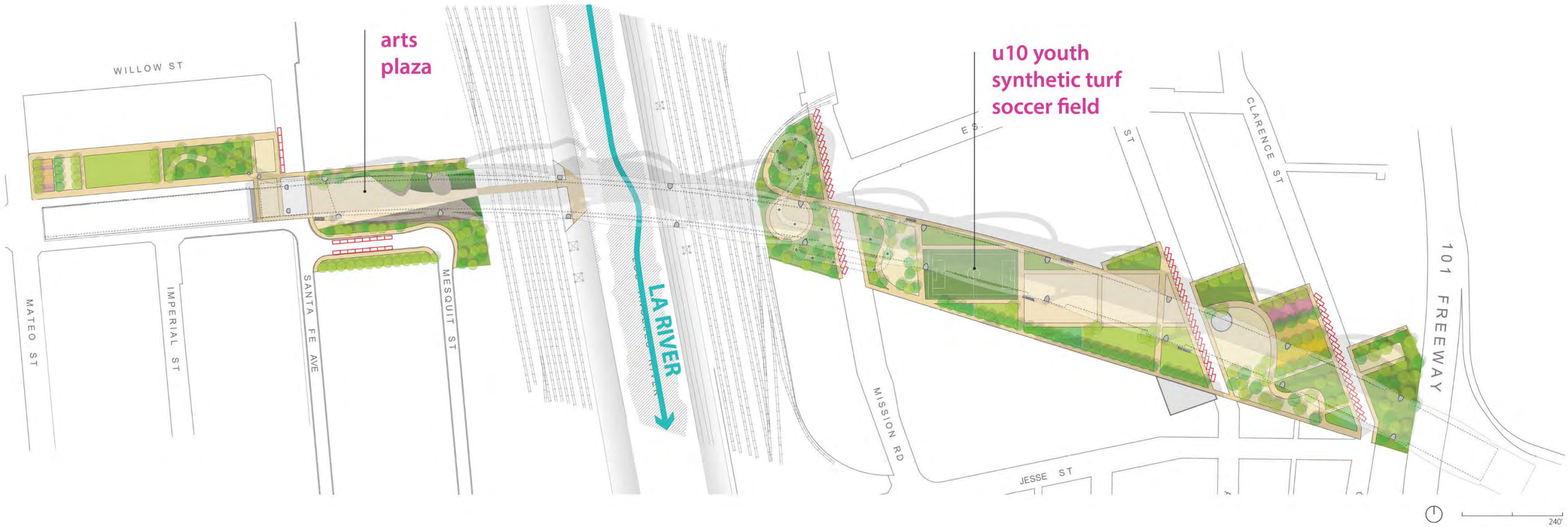
CONCEPT 03 - EPISODIC

on street parking
(90 Spaces)

WEST PARK

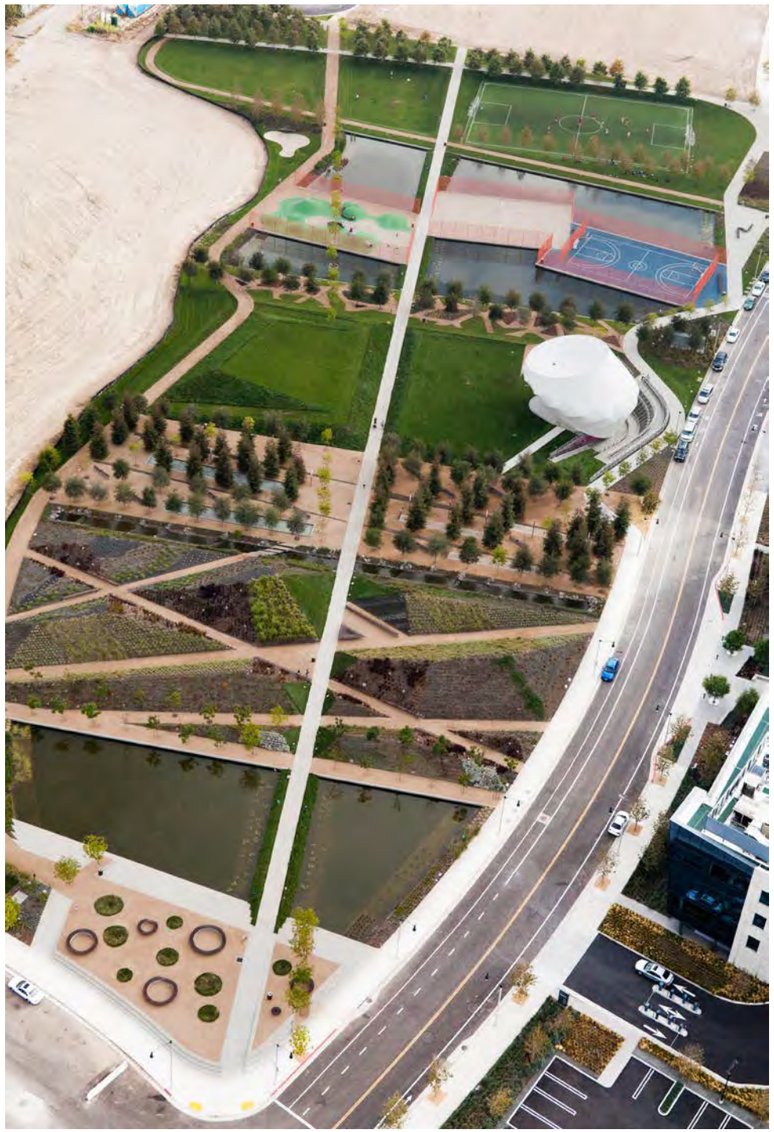
RIVER GATEWAY

EAST PARK



CONCEPT 03 - EPISODIC

LOOK & FEEL











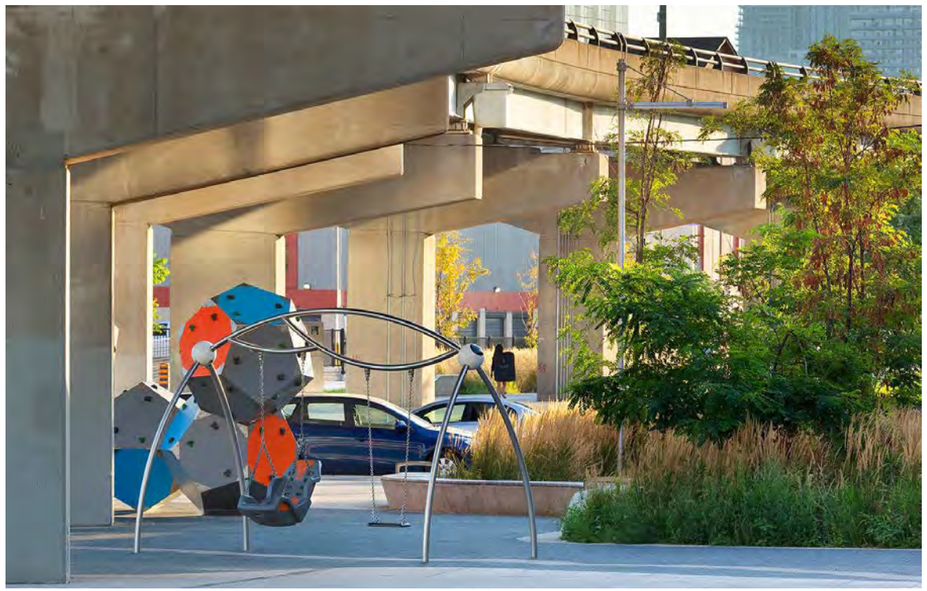
CONCEPT 03 - EPISODIC

ACTIVE PROGRAMMING OPPORTUNITIES











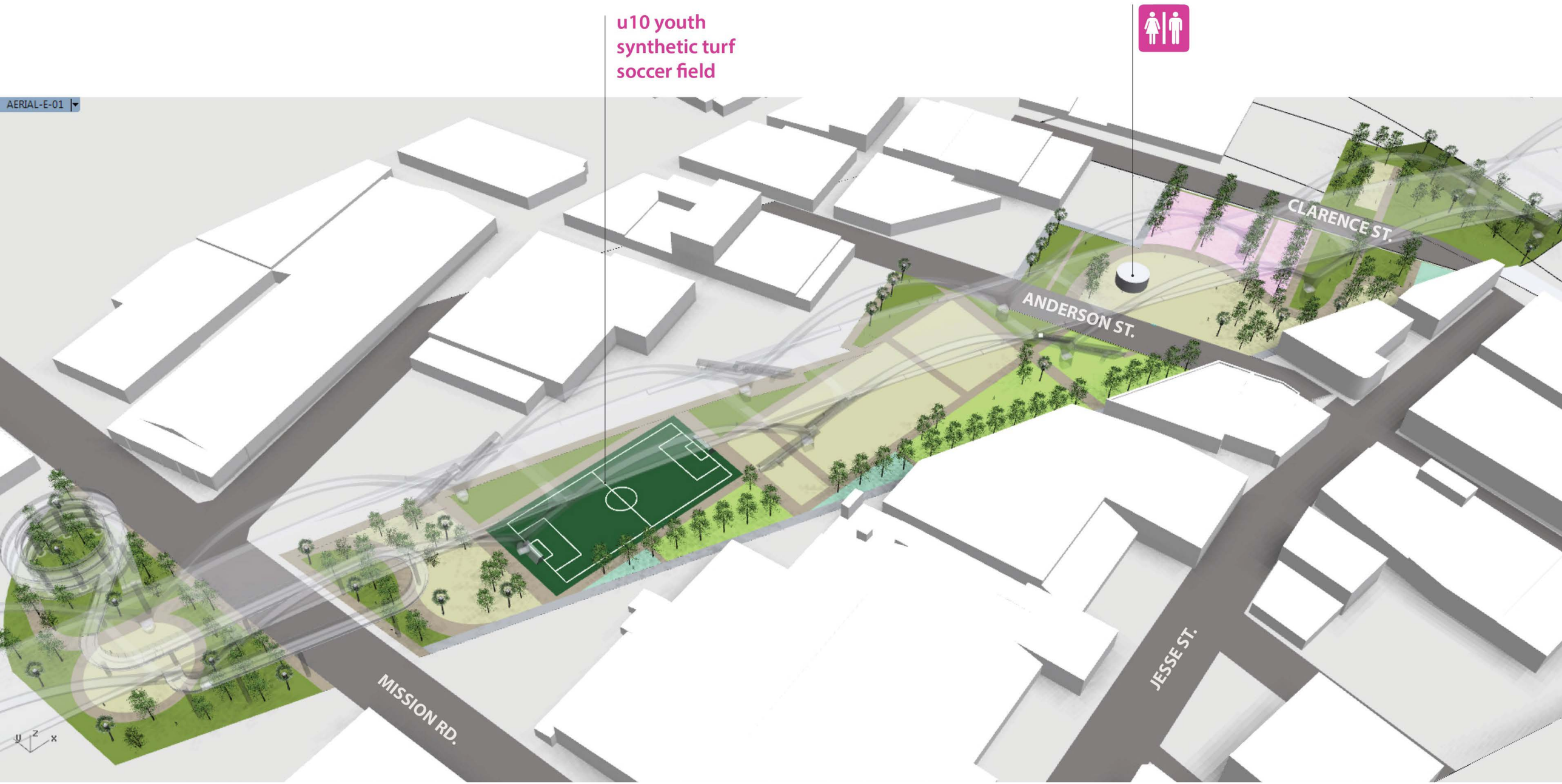
CONCEPT 03 - EPISODIC

EAST PARK



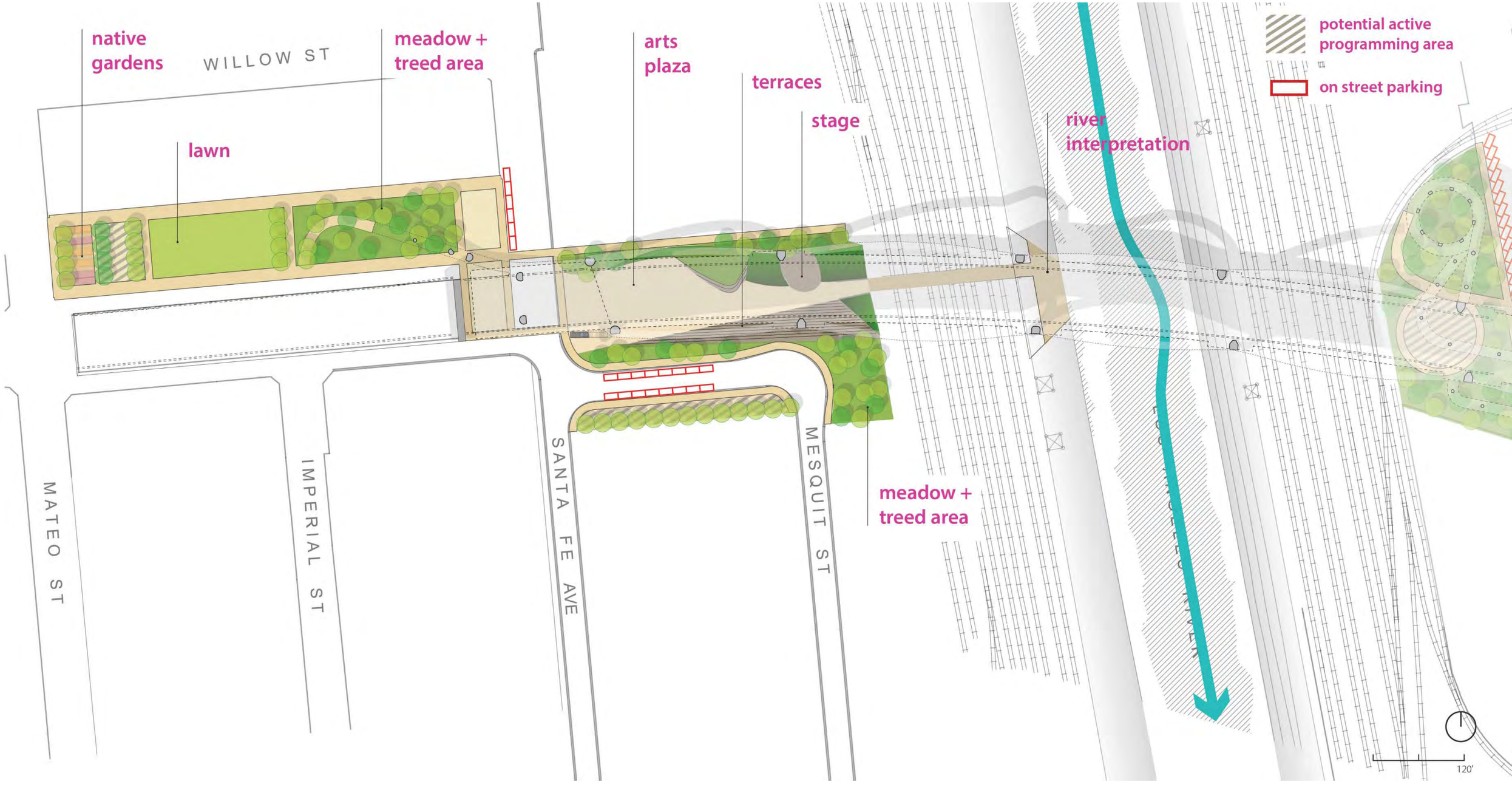
CONCEPT 03 - EPISODIC

EAST PARK



CONCEPT 03 - EPISODIC

WEST PARK



CONCEPT 03 - EPISODIC



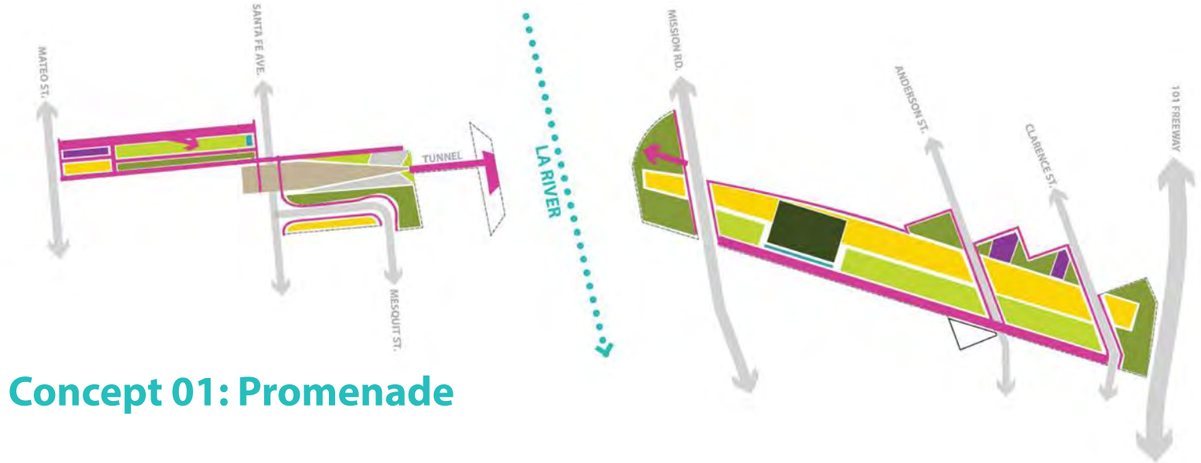
CONCEPT 03 - EPISODIC

ARTS PLAZA

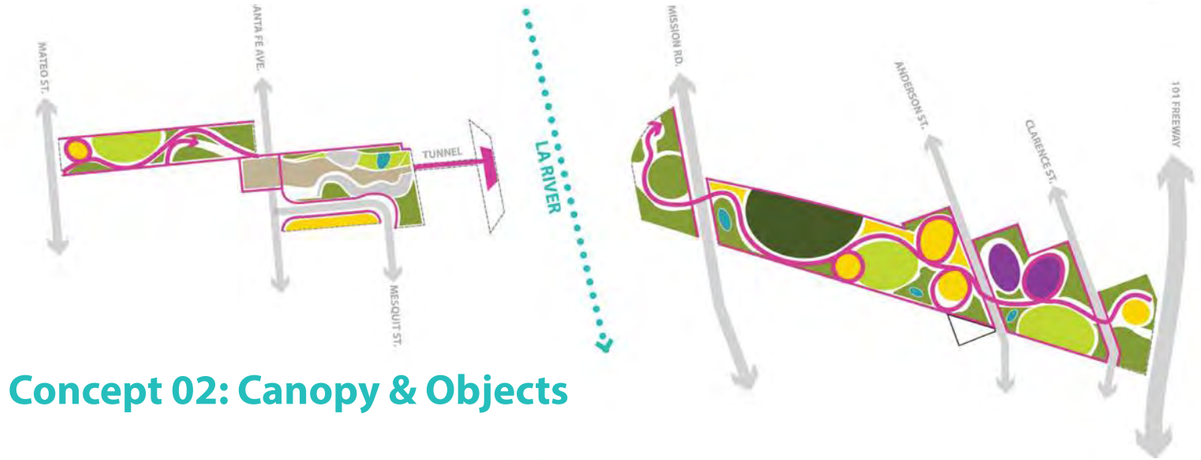


CONCEPTUAL DESIGN APPROACHES

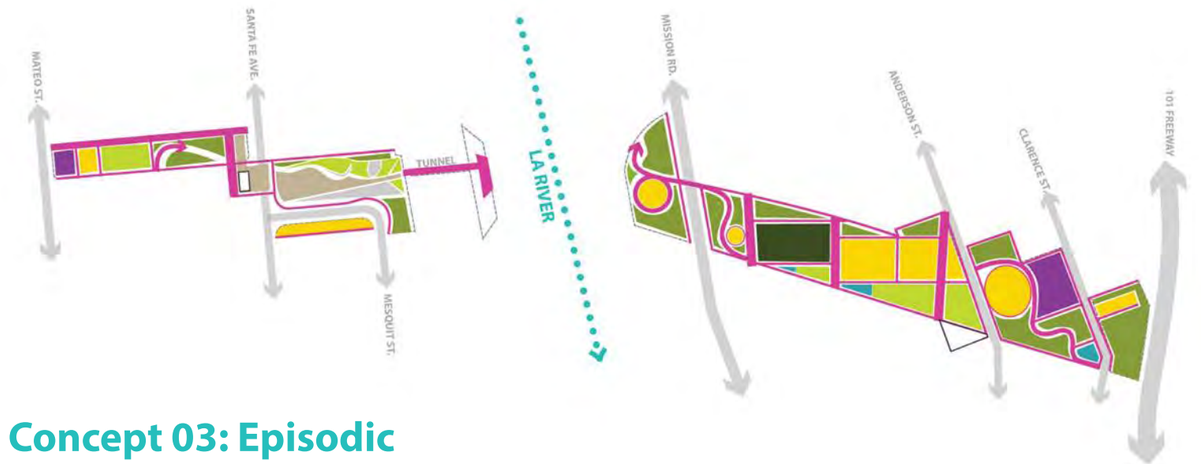
THREE CONCEPTUAL DESIGNS



Concept 01: Promenade



Concept 02: Canopy & Objects



Concept 03: Episodic

SMALL GROUP SESSIONS

SMALL GROUP SESSIONS

COMMUNITY COLLABORATION

- **Please share what you MOST LIKE and LEAST LIKE about each design option.**

- **Your participation will help us identify your preferences in each approach, which will then help create a unified preferred design.**

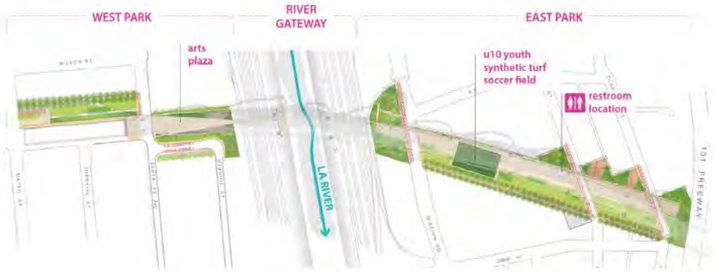
SIXTH STREET PARK, ARTS, RIVER & CONNECTIVITY IMPROVEMENT (PARC) COMMUNITY SURVEY #2

The Sixth Street PARC, being built by the City of Los Angeles Bureau of Engineering, will be a 12-acre park underneath the new Sixth Street Viaduct. Construction of the new viaduct will be completed at the end of 2020 and the first phase of the new park will open around the same time.

We are reaching out to members of the community to find out what you like and dislike about the three concept designs for the park. Please fill out the following survey and share your ideas! Your feedback will help us understand the strengths of each approach, which will then be synthesized into a single preferred scheme.

Please list below what you **MOST LIKE** and **LEAST LIKE** of each concept design option.

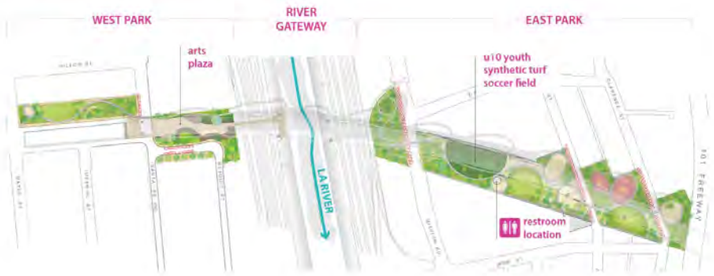
CONCEPT 01: PROMENADE



MOST LIKE

LEAST LIKE

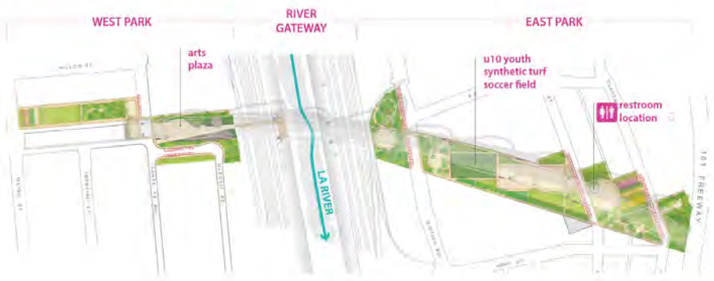
CONCEPT 02: CANOPY & OBJECTS



MOST LIKE

LEAST LIKE

CONCEPT 03: EPISODIC



MOST LIKE

LEAST LIKE

NEXT STEPS

NEXT STEPS

HOW TO STAY INFORMED & INVOLVED

- EIR Public Scoping Meeting
  - **May 3, 2017**

- Next community design meetings for Sixth Street PARC
  - **Summer 2017**

- For upcoming details about Sixth Street PARC project, please go to:
  - **http://www.sixthstreetviaduct.org/parc**

- **You can sign up for email updates on meetings, community events and other news and information**

- **Follow us on Facebook!**

Reuniones Comunitarias– 28 y 30 de marzo 2017

Parque de la Calle Sexta, Artes, Río y Mejoras de Conectividad



ALCALDE ERIC GARCETTI
JOSÉ HUIZAR, CONCEJAL DEL DISTRITO 14
CIUDAD DE LOS ÁNGELES– OFFICINA DE INGIENERIA
CIUDAD DE LOS ÁNGELES- DEPARTMENTO DE RECREACION Y PARQUES

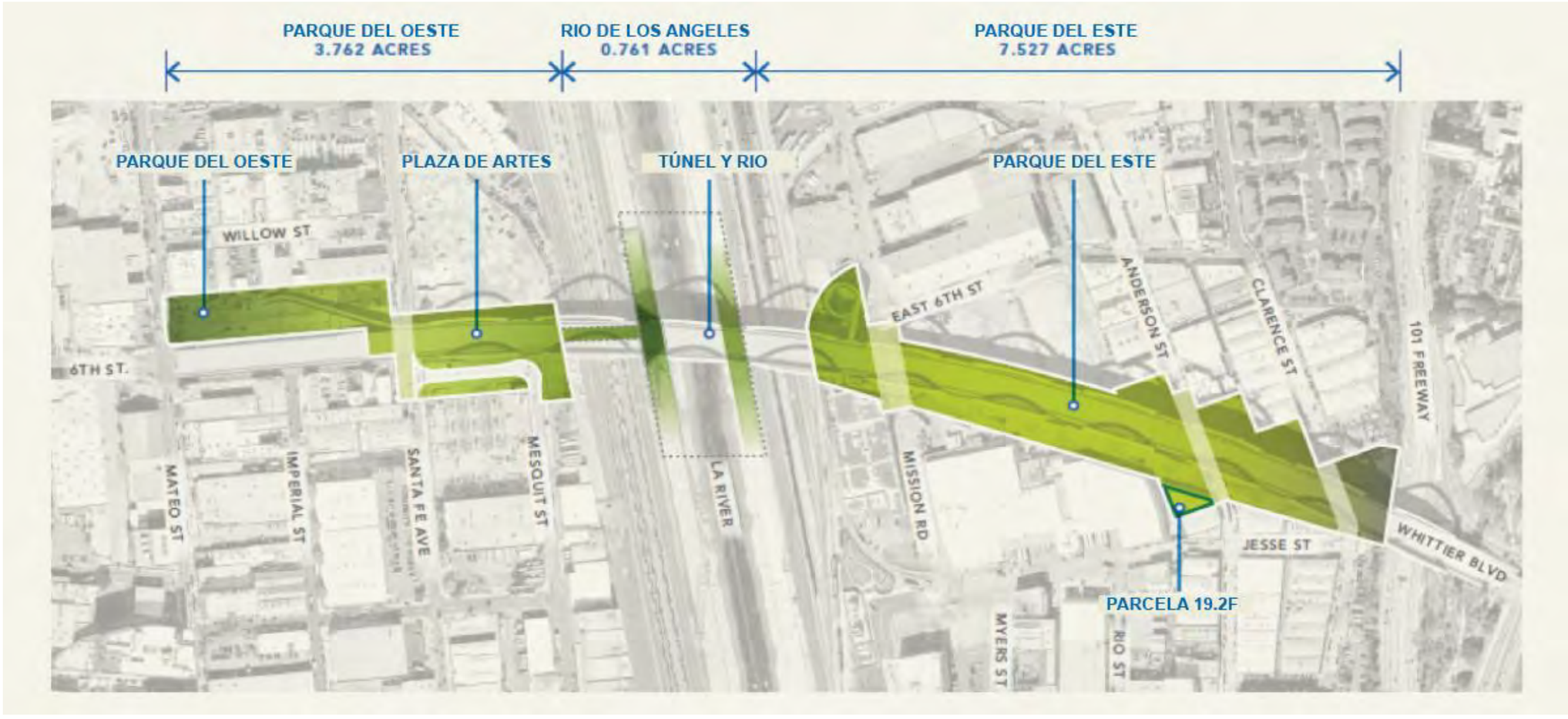
TETRA TECH
HARGREAVES ASSOCIATES
MICHAEL MALTZAN ARCHITECTURE

Bienvenida y Introducciones

BIENVENIDA

¿PORQUE ESTAMOS AQUÍ ESTA NOCHE?

- **Para imaginar un nuevo parque juntos**
- **Describir el proceso para diseñar el parque y línea del tiempo**
- **Ver tres conceptos de propuesta**
- **Recibir sus ideas y aporte**



BIENVENIDA

DE DONDE HEMOS VENIDO

- **REUNIONES COMUNITARIAS # 1 y 2 – 7 y 8 de Febrero – escuchando**
- **Más de 1,000 respuestas recibidas de la encuesta**



February 7, 2017
PUENTE Learning Center



February 8, 2017
Sci-Arc, Keck Auditorium

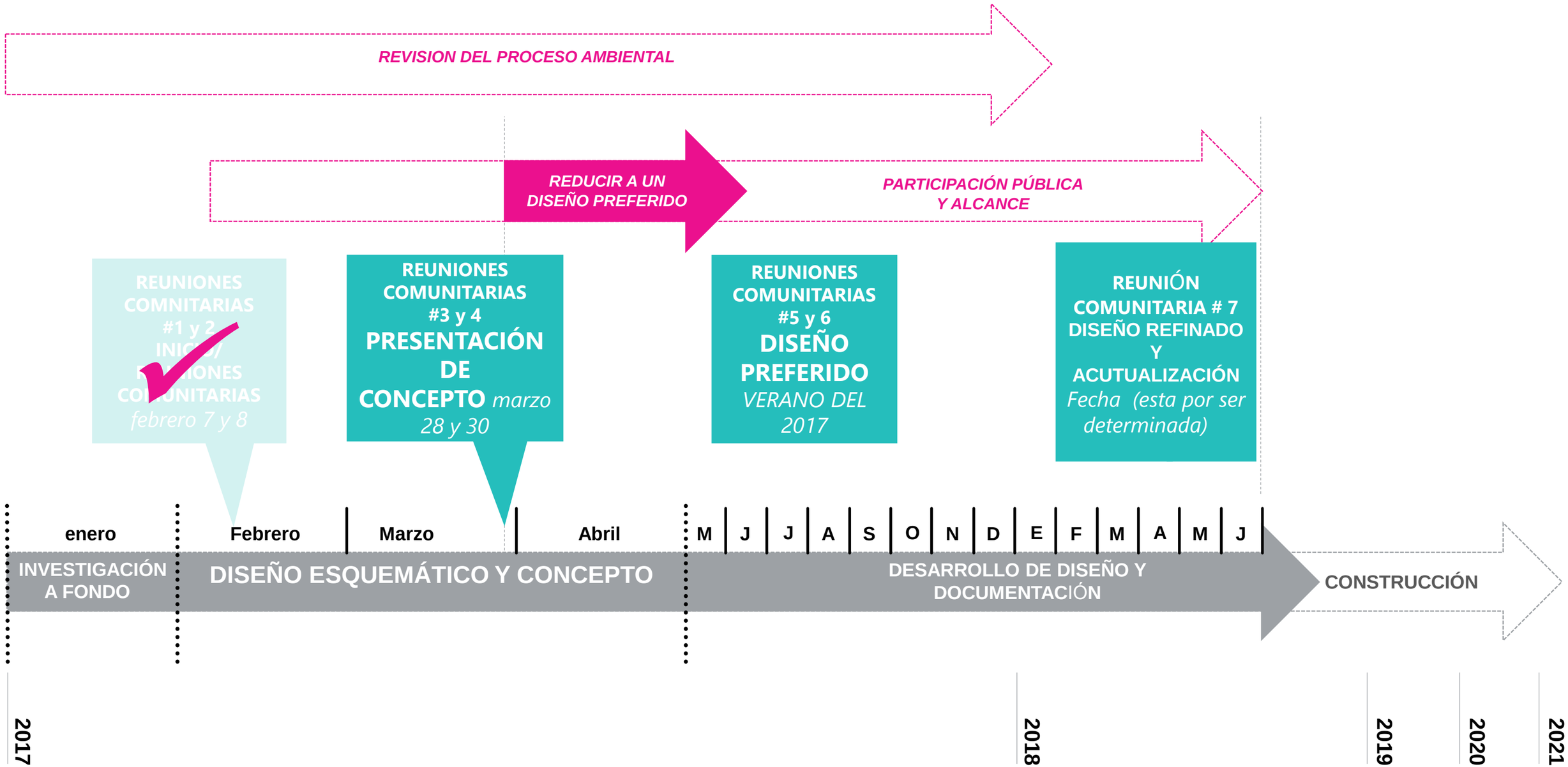
BIENVENIDA

¿A DONDE VAMOS?

- **Vamos a usar sus comentarios para desarrollar la dirección del concepto preferido**
- **La siguiente reunión del diseño del parque público será: VERANO DEL 2017 – Dirección de concepto preferido**

BIENVENIDA

PROGRAMA DEL PROCESO PÚBLICO



AGENDA

PROCESO DE PARTICIPACIÓN PÚBLICA

Resumen de los resultados de las encuestas de las reuniones comunitarias #1 y 2

PROPUESTA DE CONCEPTOS DE DISEÑO

oportunidades y limitaciones

01 - Paseo
02 – Pabellón y Objetos
03 – Episódico

GRUPOS PEQUEÑOS Y PRESENTACIONES

PRÓXIMOS PASOS

PROCESO DE PARTICIPACIÓN PÚBLICA

RESUMEN DE LOS RESULTADOS DE LAS ENCUESTAS DE LAS REUNIONES COMUNITARIAS #1 Y 2

PROCESO DE PARTICIPACIÓN PÚBLICA

RESUMEN DE LAS REUNIONES COMUNITARIAS # 1 Y 2

- 7 de febrero del 2017 – Puente Learning Center
- 8 de febrero del 2017 – Sci-Arc
- Más de 250 participantes













IMAGE CREDIT: JON FU

PROCESO DE PARTICIPACIÓN PÚBLICA

RESUMEN DE COMENTARIOS PÚBLICOS

7 de febrero del 2017
PUENTE LEARNING CENTER

65 Encuestas Colectadas

8 de febrero del 2017
Sci-Arc, Auditorio Keck

59 Encuestas Colectadas

Internet y Alcance Comunitario

884 Encuestas Colectadas

Más de 1,000 RESPUESTAS DE LA ENCUESTA

PARQUE DE LA CALLE SEXTA, ARTES, RÍO Y MEJORAS DE CONECTIVIDAD (PARC)
ENCUESTA COMUNITARIA #1

El Parque de la Calle Sexta, Artes, Río y Mejoras de Conectividad (PARC), que se está construyendo por el Buró de Ingenieros de la Ciudad de Los Ángeles, tendrá 12 acres de parque localizado por debajo y al lado del nuevo Viaducto de la Calle Sexta. La construcción del nuevo Viaducto se terminará a fines del 2020 y la primera fase del nuevo parque abrirá aproximadamente durante ese mismo tiempo.

Por lo tanto, estamos pidiendo a los miembros de la comunidad que nos dejen saber qué es lo que les gustaría ver y hacer en el nuevo parque. ¡Por favor llene la siguiente encuesta y comparta sus ideas!

P1. ¿Qué actividades y usos quisiera usted ver en el parque?
Escoja **3 actividades de preferencia** en las 8 categorías. *El parque no podría incluir todo lo que está en las listas, pero sus respuestas ayudarán a identificar las preferencias más amplias de la comunidad.*

SALUD Y BIENESTAR

más activo
- O Caminar
- O Correr / trotar
- O Subir y bajar los escalones corriendo
- O Pasear en bicicleta
- O Patinar sobre ruedas
- O Circuitos de Ejercicio
- O Entrenamiento Físico
- O *Otro:*_____

más pasivo
- O Estar sentado
- O Relajamiento
- O Reflexionar
- O Mirar las nubes
- O Tomar sol
- O Tai Chi / Yoga
- O *Otro:*_____

DEPORTES / JUEGOS / JUGAR

más activo
- O Fútbol
- O Practica de béisbol
- O Baloncesto
- O Voleibol
- O Ráquetbol
- O Áreas recreativas para niños (Básico)
- O Áreas recreativas para niños (A la medida)
- O Áreas recreativas para niños (Acuáticos)
- O Áreas caninas (perros)
- O *Otro:*_____

más pasivo
- O Juegos de ajedrez y de damas chinas
- O Juego de bochas y de herraduras
- O Áreas para presenciar eventos deportivos
- O *Otro:*_____

AVENTURA

más activo
- O Andar en patineta
- O Deslizarse desde lo alto por tiralíneas
- O Escalar rocas
- O Pasear en canoas por el río/ hacer kayak
- O Caminar por encima de los árboles
- O *Otro:*_____
- O *Otro:*_____
- O *Otro:*_____

REUNIONES SOCIALES/ ÁREAS DE COMIDA
- O Día de campo/ asar carnes
- O Comida para llevar (carritos de comida ambulantes)
- O Camiones de comida (Loncheras)
- O Comida de quioscos y cafés locales para llevar
- O Comer dentro de un café local
- O Mercado al aire libre de comerciantes locales
- O Clases para las personas de la tercera edad
- O Reuniones Familiares
- O Bodas
- O Cumpleaños
- O Quinceañeras
- O Celebraciones Cívicas
- O Oportunidades para ser voluntarios
- O Servicio de cuidado de niños
- O *Otro:*_____
- O *Otro:*_____

NATURALEZA Y BELLEZA

más activo
- O Observar las aves
- O Jardinería
- O *Otro:*_____

más pasivo
- O Ver el atardecer
- O Disfrutar de la naturaleza
- O Disfrutar de las fuentes
- O Respirar el aire fresco
- O Conservación de agua para los jardines
- O Canal de filtración biológica/aguas
- O Conservación de tierra comunitaria
- O Hábitat
- O *Otro:*_____

ARTES / CULTURA / ENTRETENIMIENTO

más activo
- O Actuaciones / Presentaciones
- O Bailes
- O *Otro:*_____

más pasivo
- O Música
- O Películas
- O Mercados de Arte y Artesanías
- O Eventos (chicos, medianos, grandes)
- O Disfrutar del Arte
- O Apoyo a la comunidad
- O Oportunidades de [illegible]
- O *Otro:*_____

EDUCACIÓN
- O Historia (comunidad)
- O Historia (artefactos)
- O Cultura (Comunidad)
- O Naturaleza
- O Ecología del Río
- O Recorridos con guías
- O Clases
- O Clínicas
- O Entrenamiento de Trabajo
- O *Otro:*_____
- O *Otro:*_____

APOYO Y MOVILIDAD
- O Estacionamiento para Vehículos
- O Estacionamiento para Bicicletas
- O Áreas de vehículo para dejar y recoger personas
- O Baños
- O Información del Parque
- O Alquiler para bicicletas, canoas, etcétera
- O Personal del parque / Seguridad
- O Alquiler para bicicletas de Metro
- O *Otro:*_____
- O *Otro:*_____

P2. ¿Cuáles son algunos de los parques que existen ahora que a usted le gustan?
_____

P3. ¿Cómo puede el parque propuesto reflejar la identidad de la comunidad que lo rodea?
_____

P4. ¿Cuál palabra o frase describe mejor el tipo de parque del que usted quiera visitar?
_____

P5. ¿Cuándo es más probable que usted visite este parque? (circule uno)
Días de semana: AM Mediodía PM Fines de Semana: AM Mediodía PM

P6. ¿Cómo viajará usted al parque con más frecuencia? (circule uno)
Vehículo Personal Motocicleta/Escúter Transporte Público Bicicleta Patineta
Caminando Corriendo Otro:_____

P7. ¿A quién le gustaría traer con usted para disfrutar del parque? (circule uno)
Niños Padres Equipos Personas de capacidades especiales Perros Abuelos Otro:_____

CUÉNTANOS ACERCA DE TI

Su edad (circule uno): bajo de 18 años 18 a 25 26 a 35 36 a 45 46 a 55 56 a 65 65+
Código Postal de donde vive: _____ (opcional)

COMENTARIOS GENERALES

_____
_____
_____
_____
_____
_____
_____
_____
_____

CÓMO MANTENERSE INFORMADO/ MANTÉNGASE INFORMADO

Hay tres modos de seguir involucrado según se vaya desarrollando el nuevo parque:

1. Mire nuestra página web y redes sociales para más información al **http://www.sixthstreetviaduct.org/**
2. Asista a las reuniones comunitarias. Regístrese aquí para avances del proyecto e invitaciones a las reuniones y eventos.
3. ¿Quisiera usted ser parte de los grupos de enfoque que miraran algún elemento específico del parque? Si es así, denos su nombre e información de contacto, y nosotros nos comunicaremos cuando estas reuniones ocurran.

Nombre: _____
Información de Contacto (correo electrónico o número de teléfono): _____

Los resultados de esta encuesta se presentarán en la siguiente reunión comunitaria.
¡Gracias – Juntos crearemos un gran parque!

RESUMEN DE COMENTARIOS PÚBLICOS

421 PERSONAS RESPONDIERON DEL LADO OESTE DEL RÍO

Parque de la Calle Sexta

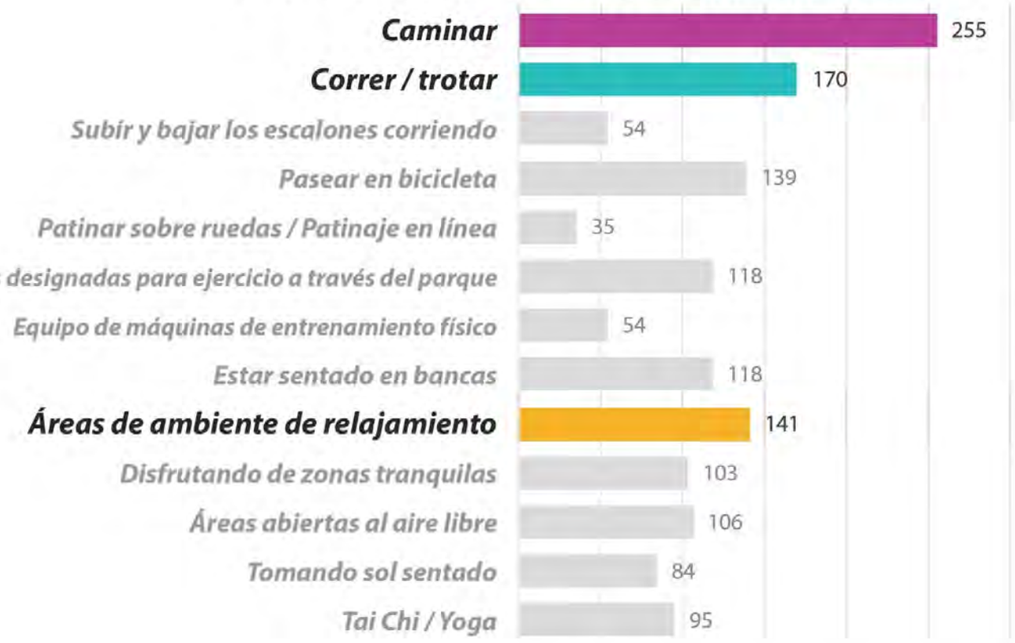
519 PERSONAS RESPONDIERON DEL LADO ESTE DEL RÍO

RESULTADOS DE LA ENCUESTA

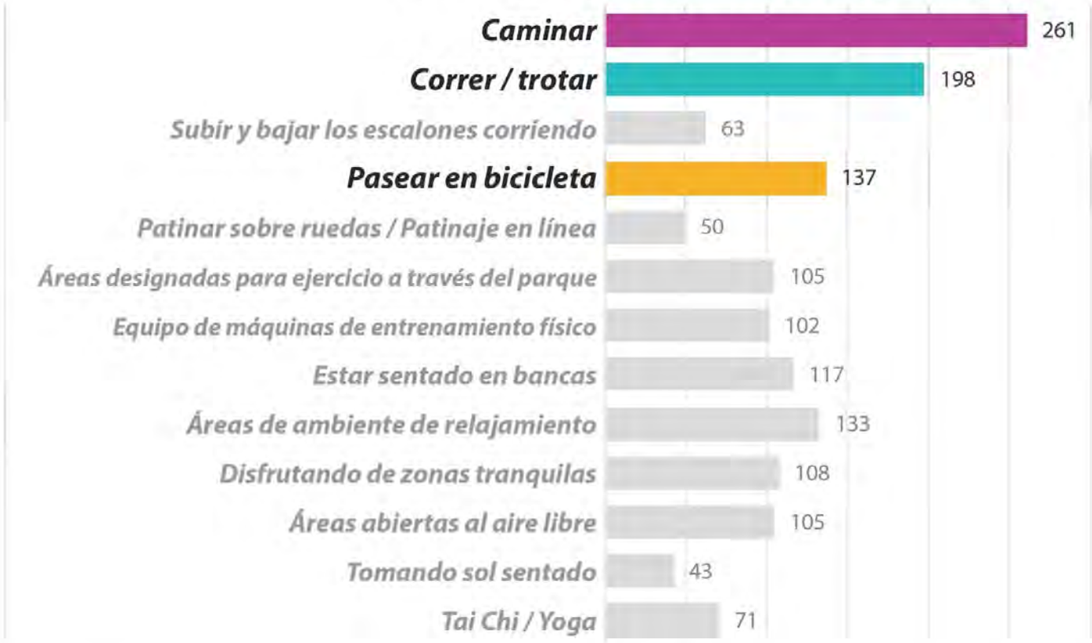
1: ¿Qué actividades de salud y bienestar, y otros usos le gustaría ver en el parque?

SALUD Y BIENESTAR

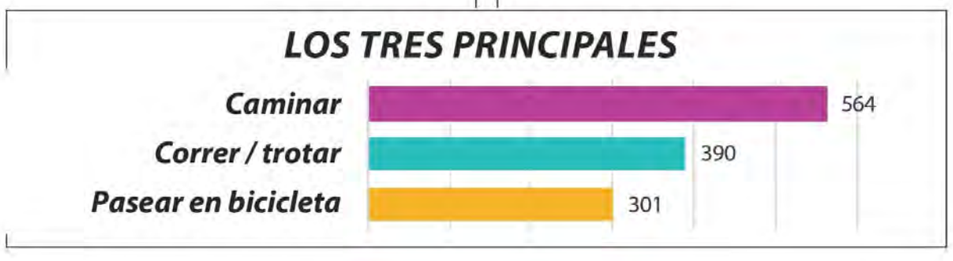
OESTE DEL RÍO (LOS TRES PRINCIPALES)



ESTE DEL RÍO (LOS TRES PRINCIPALES)



LOS TRES PRINCIPALES

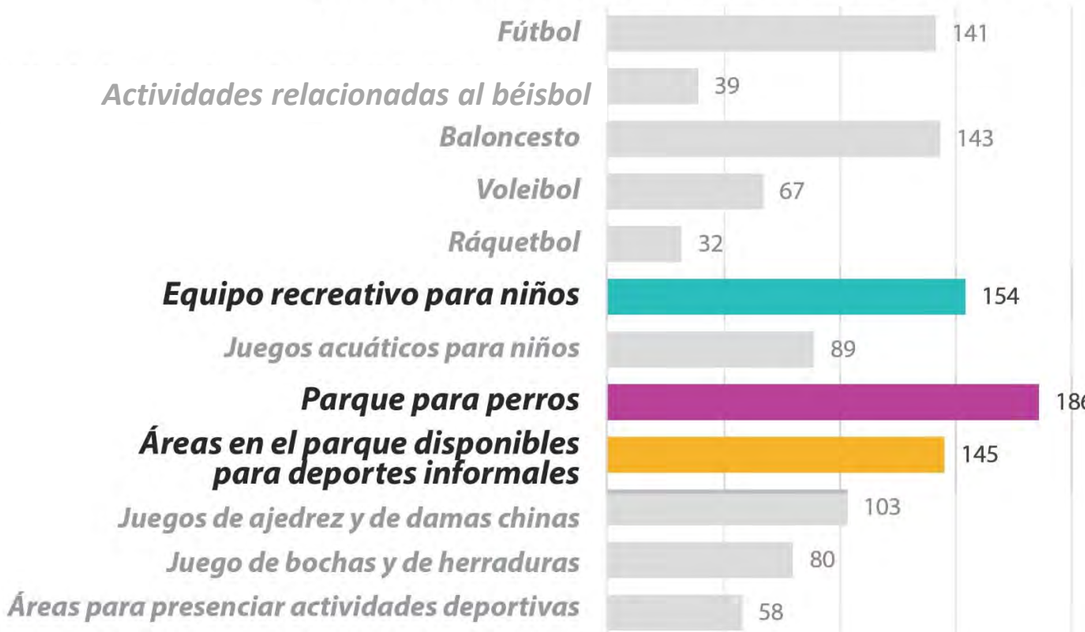


RESULTADOS DE LA ENCUESTA

1: ¿Qué actividades de salud y bienestar, y otros usos le gustaría ver en el parque?

DEPORTES / JUEGOS / JUGAR

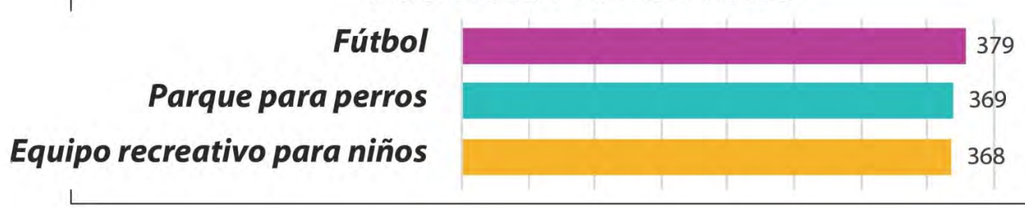
OESTE DEL RÍO (LOS TRES PRINCIPALES)



ESTE DEL RÍO (LOS TRES PRINCIPALES)



LOS TRES PRINCIPALES



RESULTADOS DE LA ENCUESTA

1: ¿Qué actividades de salud y bienestar, y otros usos le gustaría ver en el parque?

AVENTURA

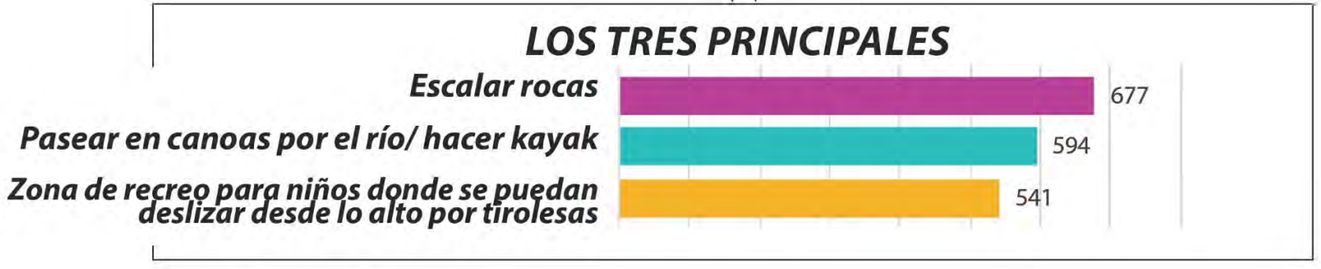
OESTE DEL RÍO (LOS TRES PRINCIPALES)



ESTE DEL RÍO (LOS TRES PRINCIPALES)



LOS TRES PRINCIPALES

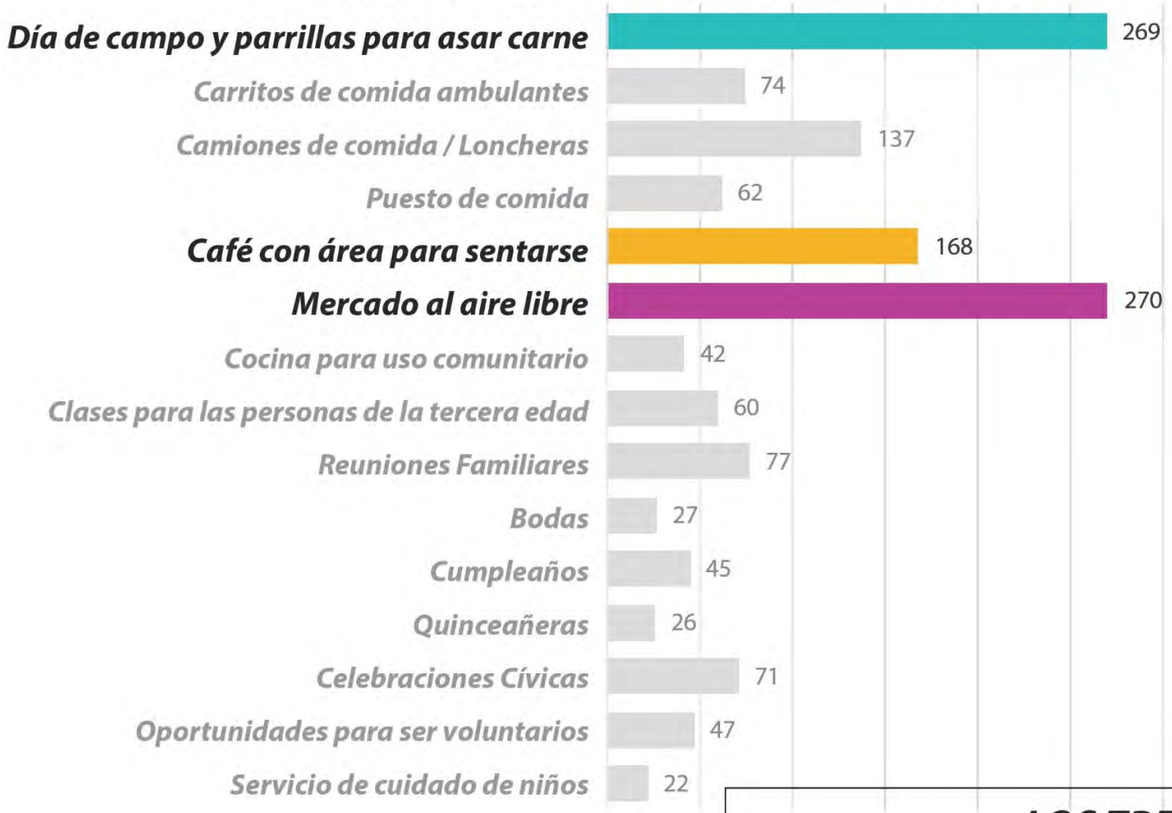


RESULTADOS DE LA ENCUESTA

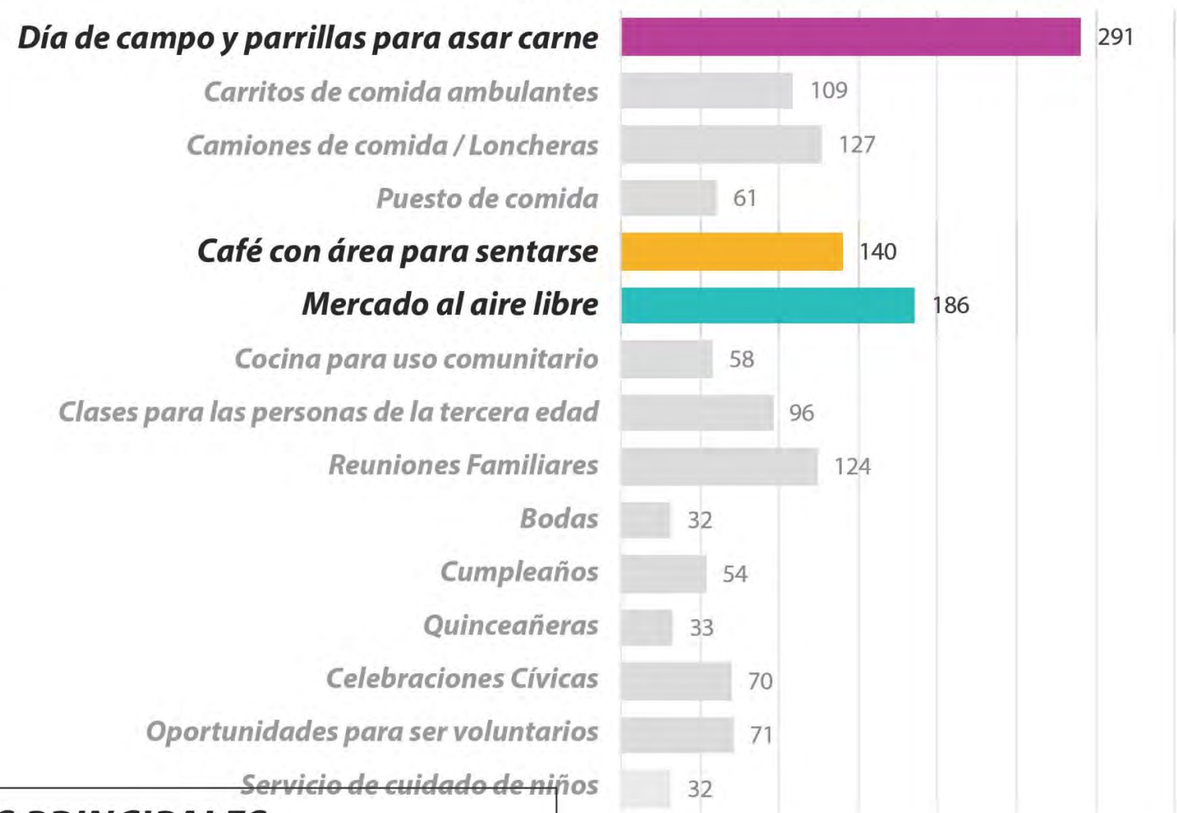
1: ¿Qué actividades de salud y bienestar, y otros usos le gustaría ver en el parque?

REUNIONES SOCIALES/ ÁREAS DE COMIDA

OESTE DEL RÍO (LOS TRES PRINCIPALES)



ESTE DEL RÍO (LOS TRES PRINCIPALES)



LOS TRES PRINCIPALES

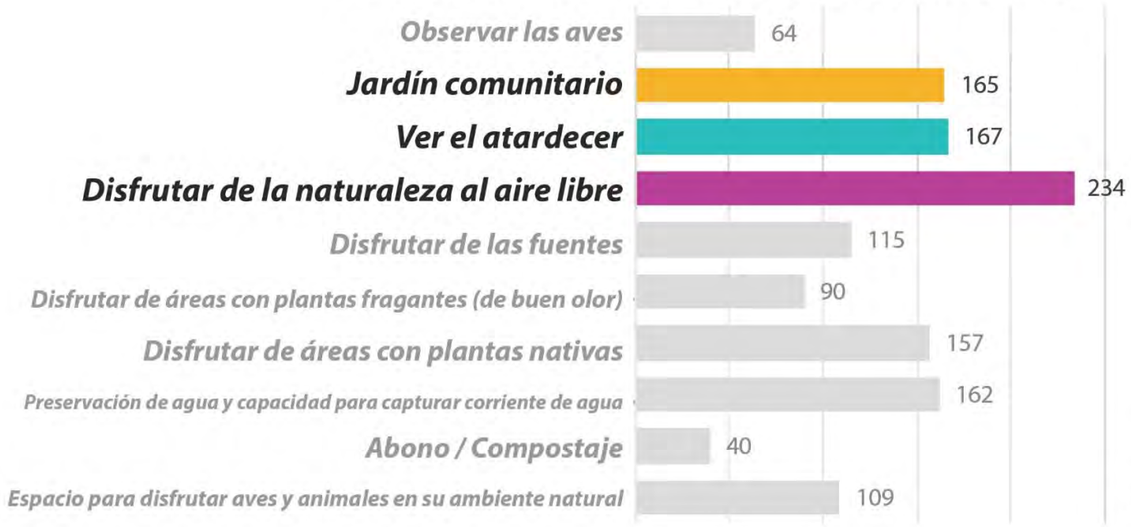


RESULTADOS DE LA ENCUESTA

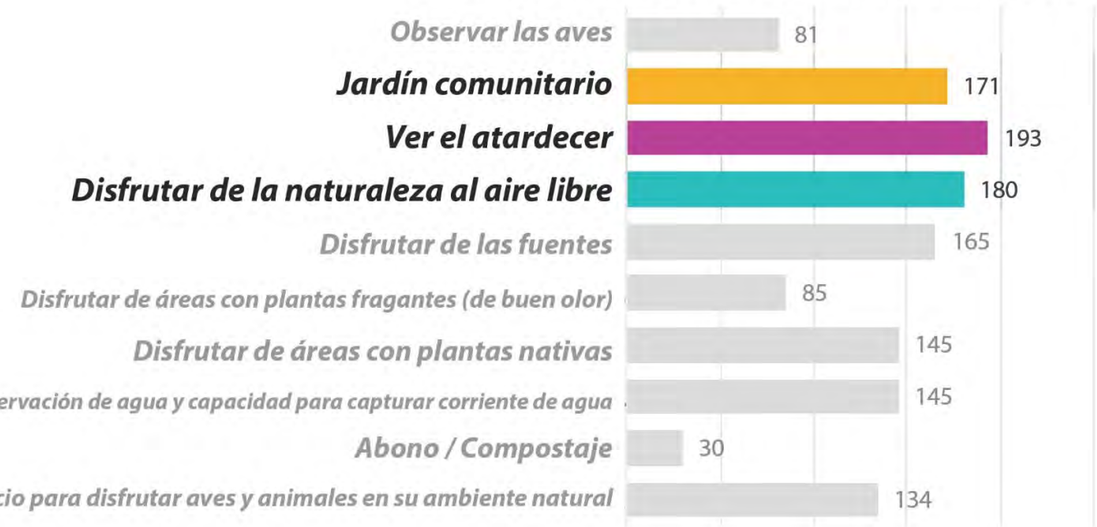
1: ¿Qué actividades de salud y bienestar, y otros usos le gustaría ver en el parque?

NATURALEZA Y BELLEZA

OESTE DEL RÍO (LOS TRES PRINCIPALES)



ESTE DEL RÍO (LOS TRES PRINCIPALES)



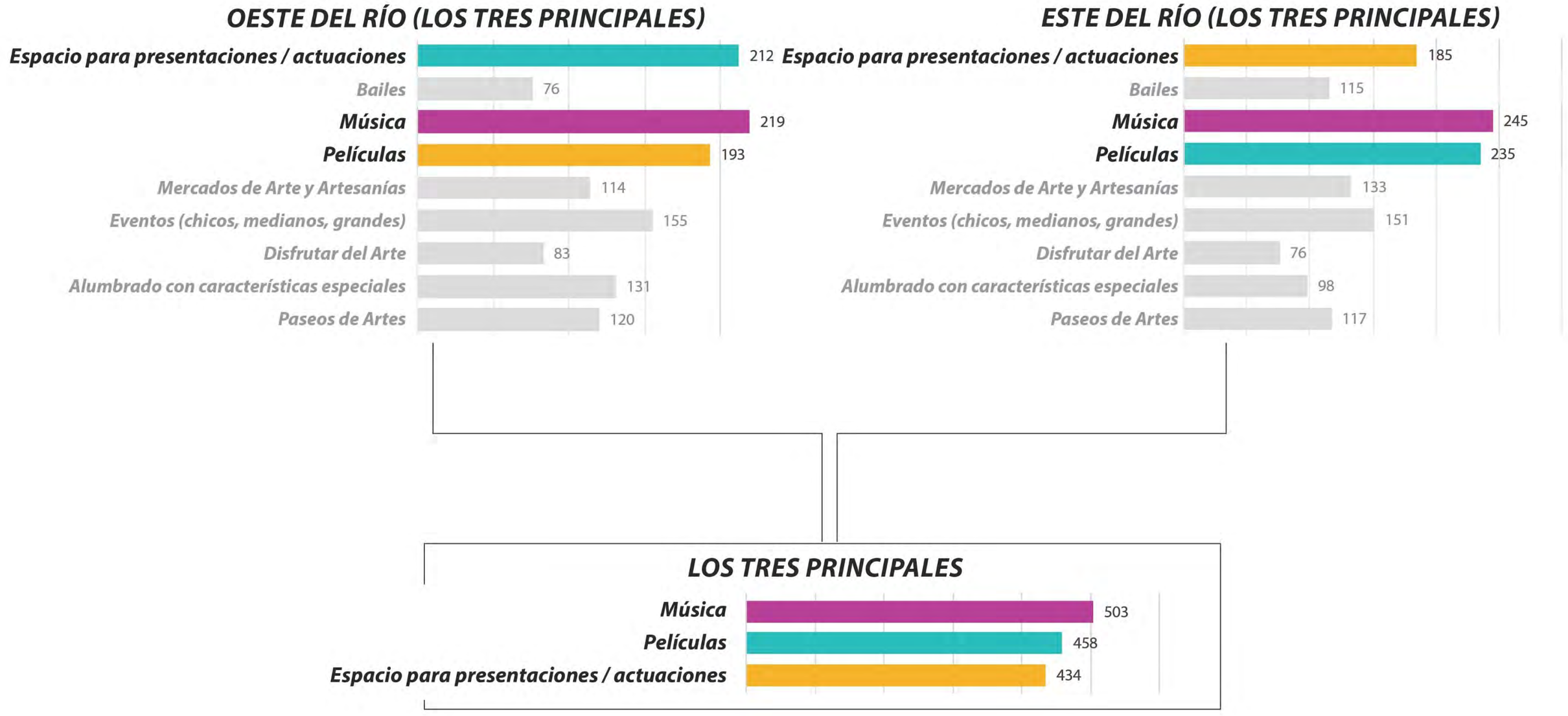
LOS TRES PRINCIPALES



RESULTADOS DE LA ENCUESTA

1: ¿Qué actividades de salud y bienestar, y otros usos le gustaría ver en el parque?

ARTES / CULTURA / ENTRETENIMIENTO

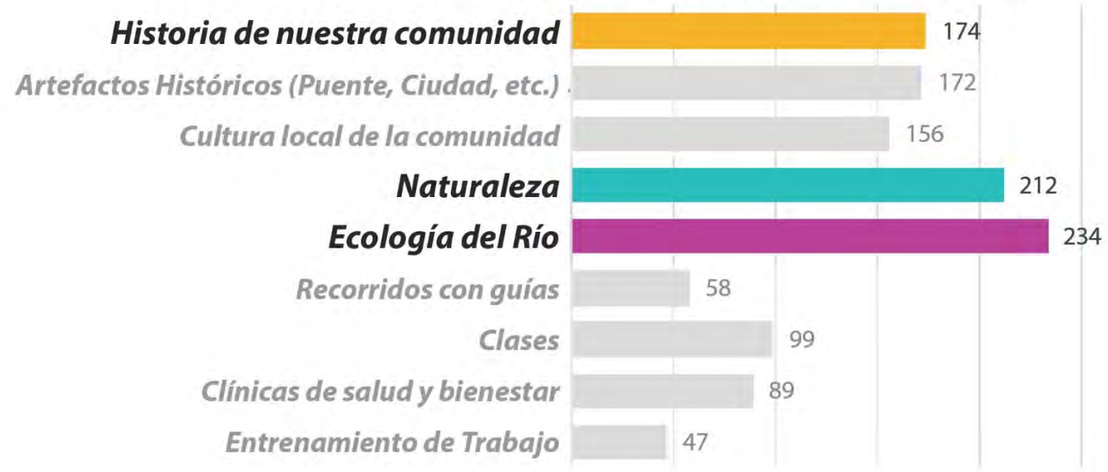


RESULTADOS DE LA ENCUESTA

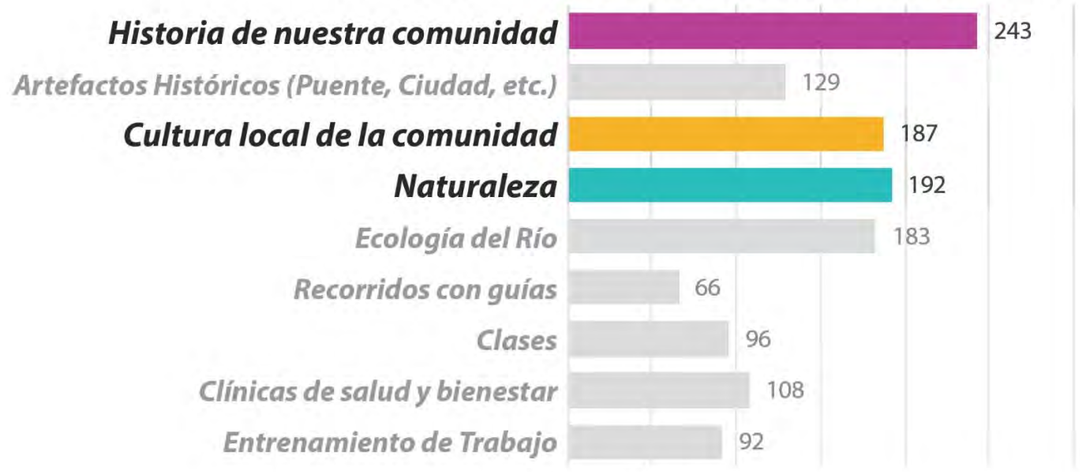
1: ¿Qué actividades de salud y bienestar, y otros usos le gustaría ver en el parque?

EDUCACIÓN

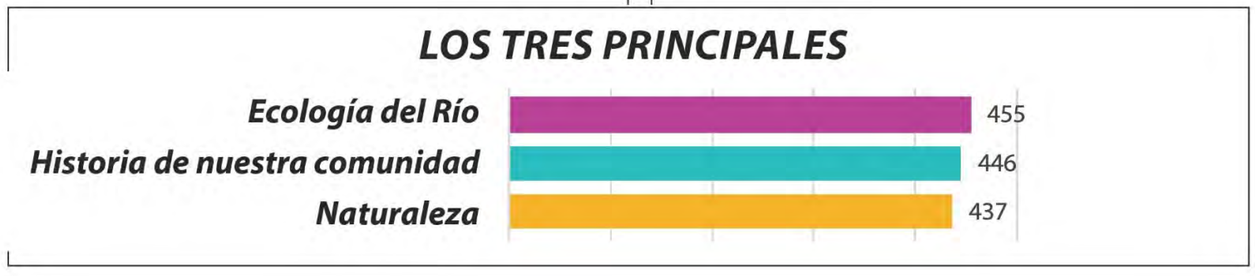
OESTE DEL RÍO (LOS TRES PRINCIPALES)



ESTE DEL RÍO (LOS TRES PRINCIPALES)



LOS TRES PRINCIPALES

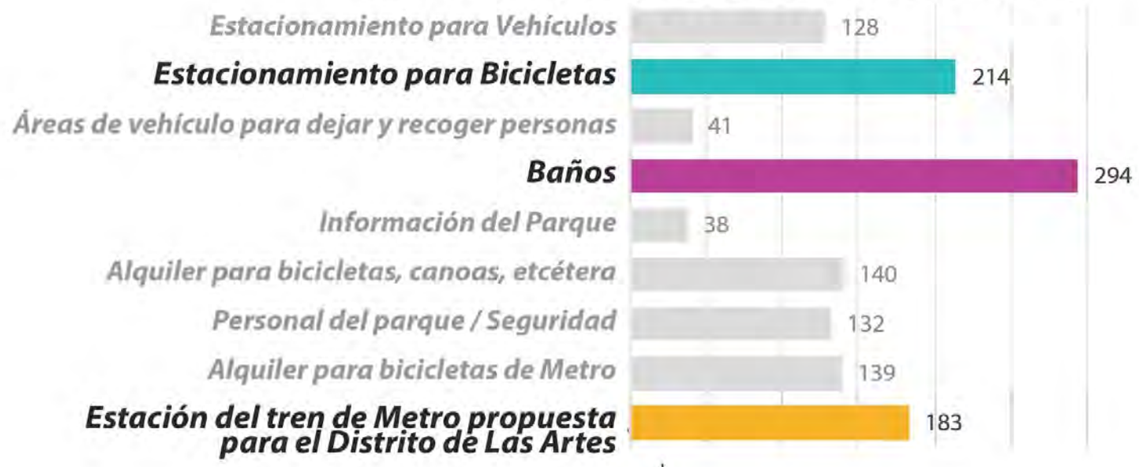


RESULTADOS DE LA ENCUESTA

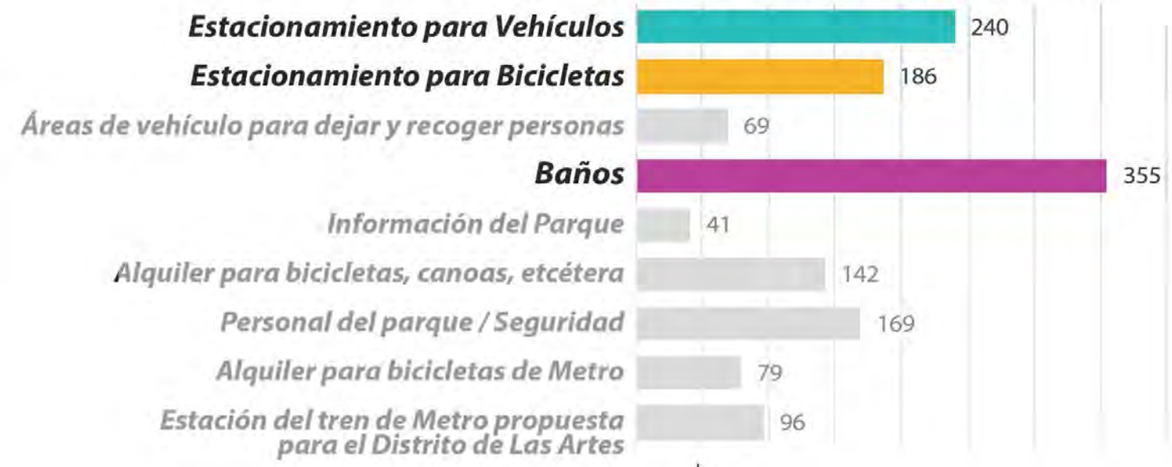
1: ¿Qué actividades de salud y bienestar, y otros usos le gustaría ver en el parque?

APOYO Y MOVILIDAD

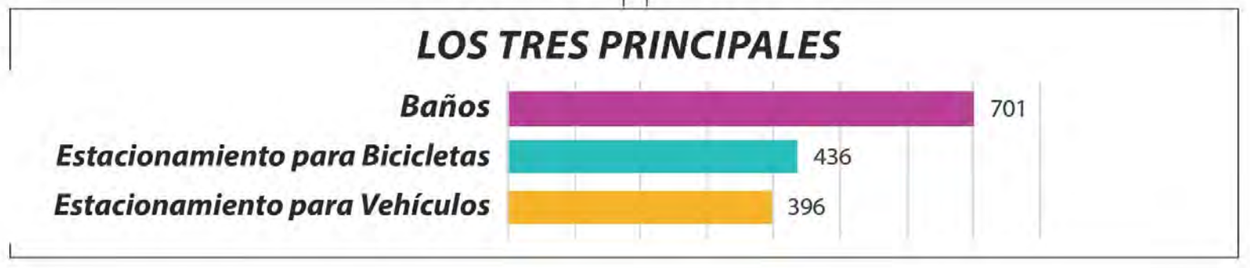
OESTE DEL RÍO (LOS TRES PRINCIPALES)



ESTE DEL RÍO (LOS TRES PRINCIPALES)



LOS TRES PRINCIPALES



RESULTADOS DE LA ENCUESTA

Resumen de las Prioridades de la Pregunta 1

1: ¿Qué actividades de salud y bienestar, y otros usos le gustaría ver en el parque?

















RESULTADOS DE LA ENCUESTA

2: ¿Cuáles son algunos de los parques que existen ahora que a usted le gustan?



3: ¿Cómo puede el parque propuesto reflejar la identidad de la comunidad que lo rodea?



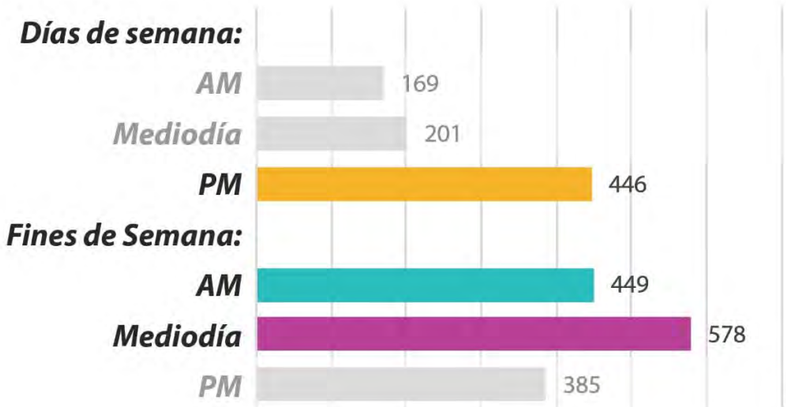
RESULTADOS DE LA ENCUESTA

4: ¿Cuál palabra o frase describe mejor el tipo de parque del que usted quiera visitar?

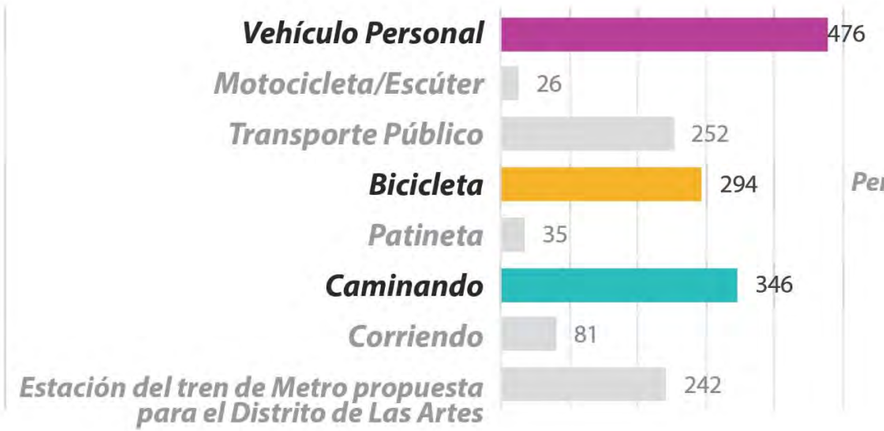


RESULTADOS DE LA ENCUESTA

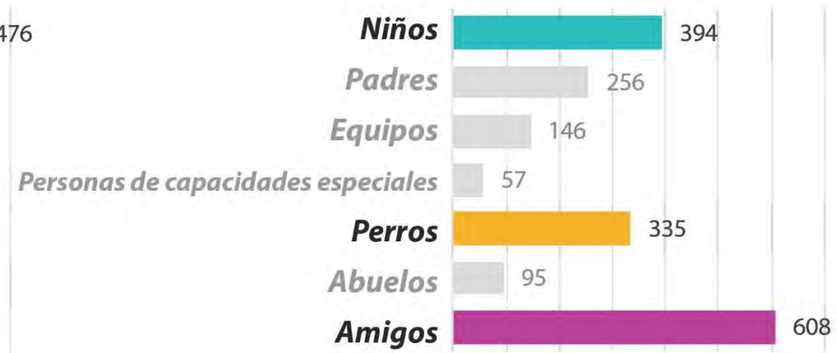
5: ¿Cuándo es más probable que usted visite este parque?



6: ¿Cómo viajará usted al parque con más frecuencia?



7: ¿A quién le gustaría traer con usted para disfrutar del parque?



Prioridades Escritas Que Fueron Recurrentes/ Repetidas

Oeste del Río

Incorporación de Artistas Locales
Naturaleza y Hábitat Natural
Reducción de Ruido
Activación del Rio
Espacio Abierto y Verde
Alumbramiento en la noche
Cafés locales y comida
Estación de Metro

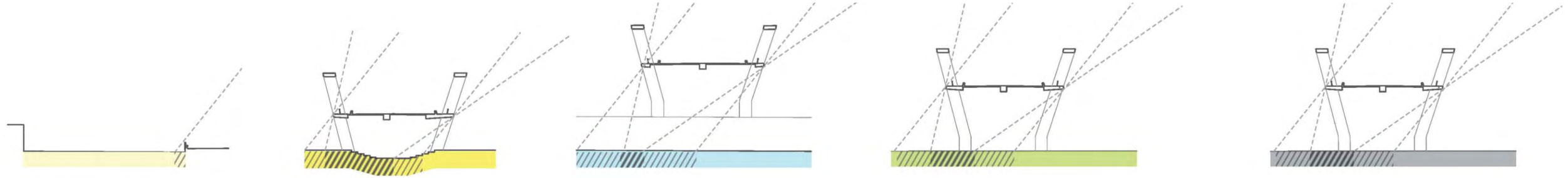
Este del Río

Espacios Verdes y jardines
Incorporación de Artistas locales
Seguridad, personal del parque, y vigilancia
Alumbramiento en la noche
Reflejar la diversidad cultural de la comunidad
Áreas de día de campo y parillas para asar carne
Un lugar para los niños
Baños

ENFOQUES CONCEPTUALES DE DISEÑO

ENFOQUES DE DISEÑO CONCEPTUAL

OPORTUNIDADES Y RESTRICCIONES: CONDICIONES DEBAJO DEL VIADUCTO



Parque del Oeste

Plaza de las Artes

Túnel y Río

Parque del Este

Calles

45% del parque esta cubierto por el viaducto

El Centro

Distrito de las Artes

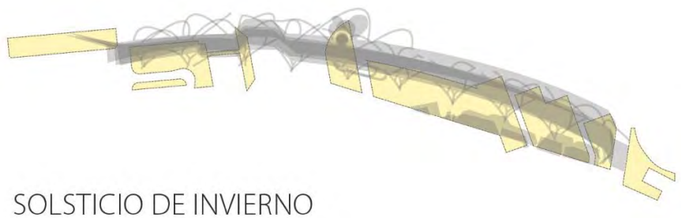
THE FLATS

BOYLE HEIGHTS

ruido

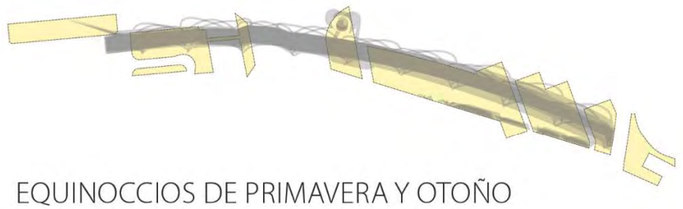
ENFOQUES DE DISEÑO CONCEPTUAL

OPORTUNIDADES Y RESTRICCIONES: ESTUDIO DE LAS SOMBRAS



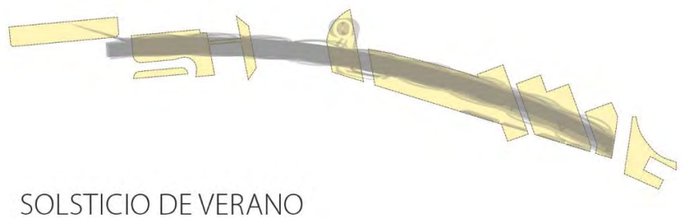
SOLSTICIO DE INVIERNO

+

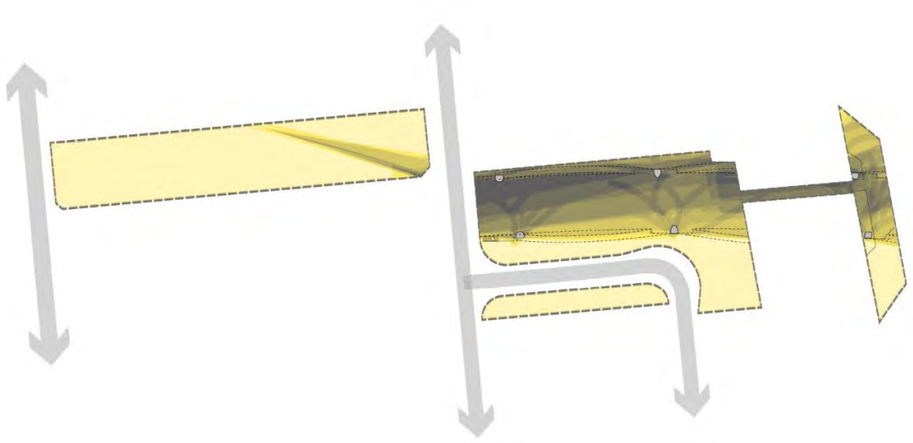


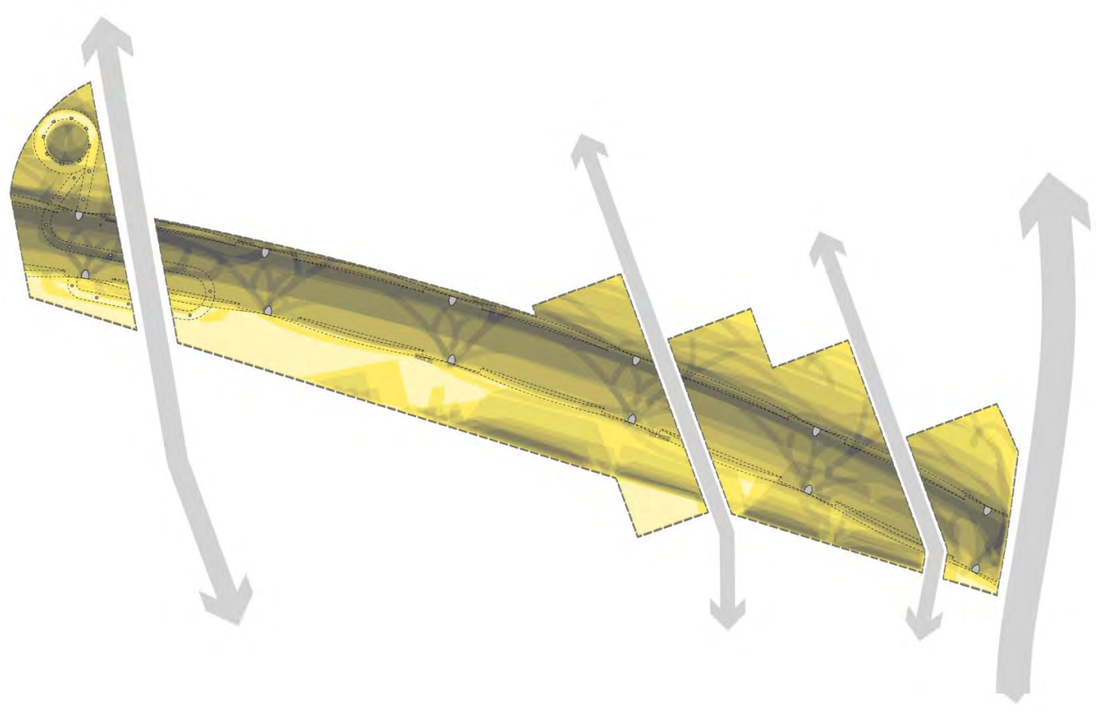
EQUINOCCIOS DE PRIMAVERA Y OTOÑO

+



SOLSTICIO DE VERANO

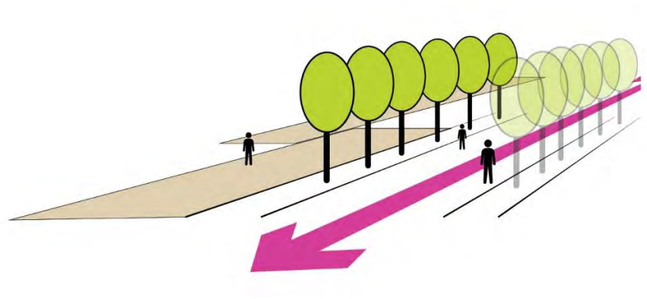




Combinando las sombras del inverno, primavera/otoño, y verano el diagrama enseña los lugares donde habrá menos sombra a mas sombra.

ENFOQUES DE DISEÑO CONCEPTUAL
TRES CONCEPTOS

CONCEPTO 01
Paseo



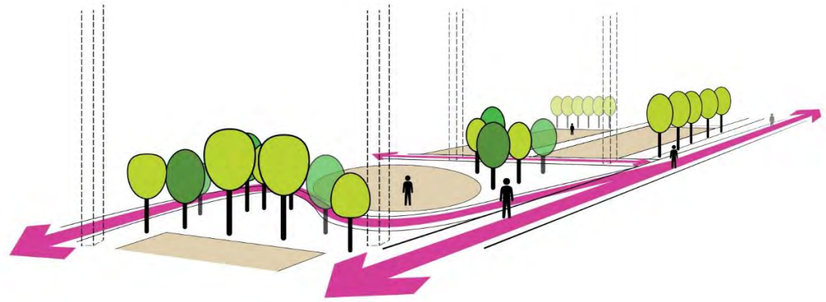
- **Directo**
- **Espacios lineales**
- **Expresa la longitud del Viaducto**

CONCEPTO 02
Pabellón y Objetos



- **Serpenteando**
- **Espacios formados orgánicamente**
- **Refleja la arquitectura del Viaducto**

CONCEPTO 03
Episódico



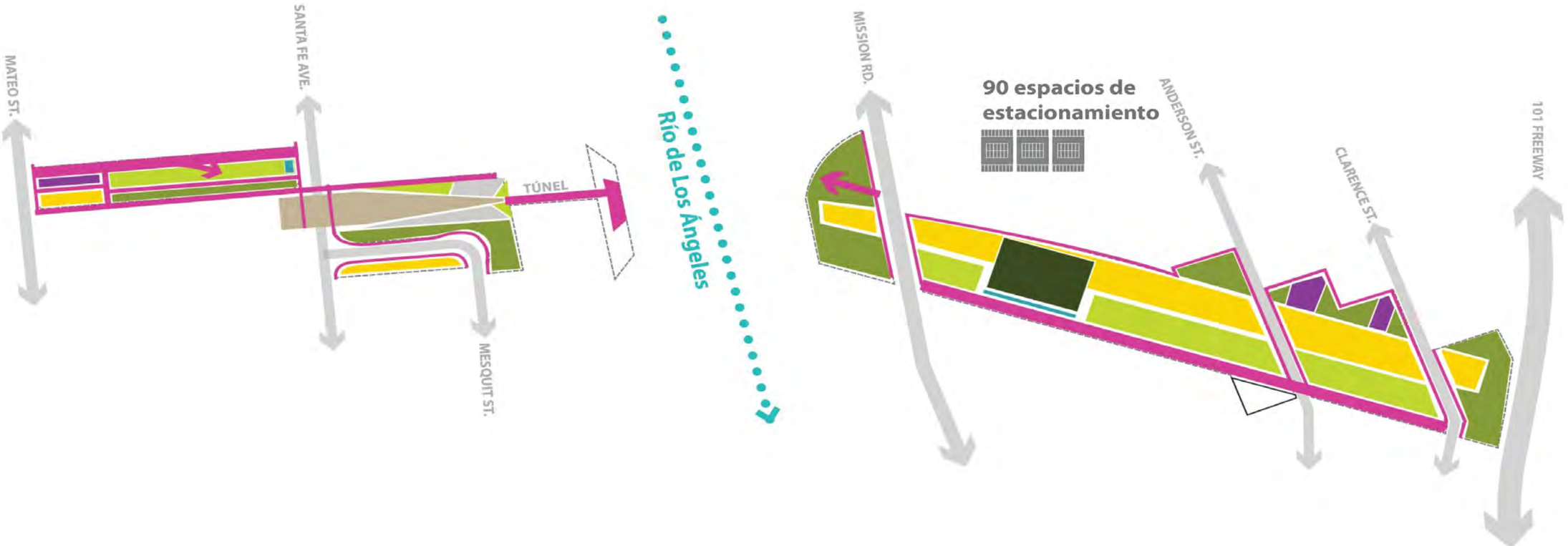
- **Secuencial**
- **Espacios abiertos al aire libre**
- **Relacionado con las columnas y arquitectura del Viaducto**

ENFOQUES DE DISEÑO CONCEPTUAL

CONCEPTO 01- PASEO

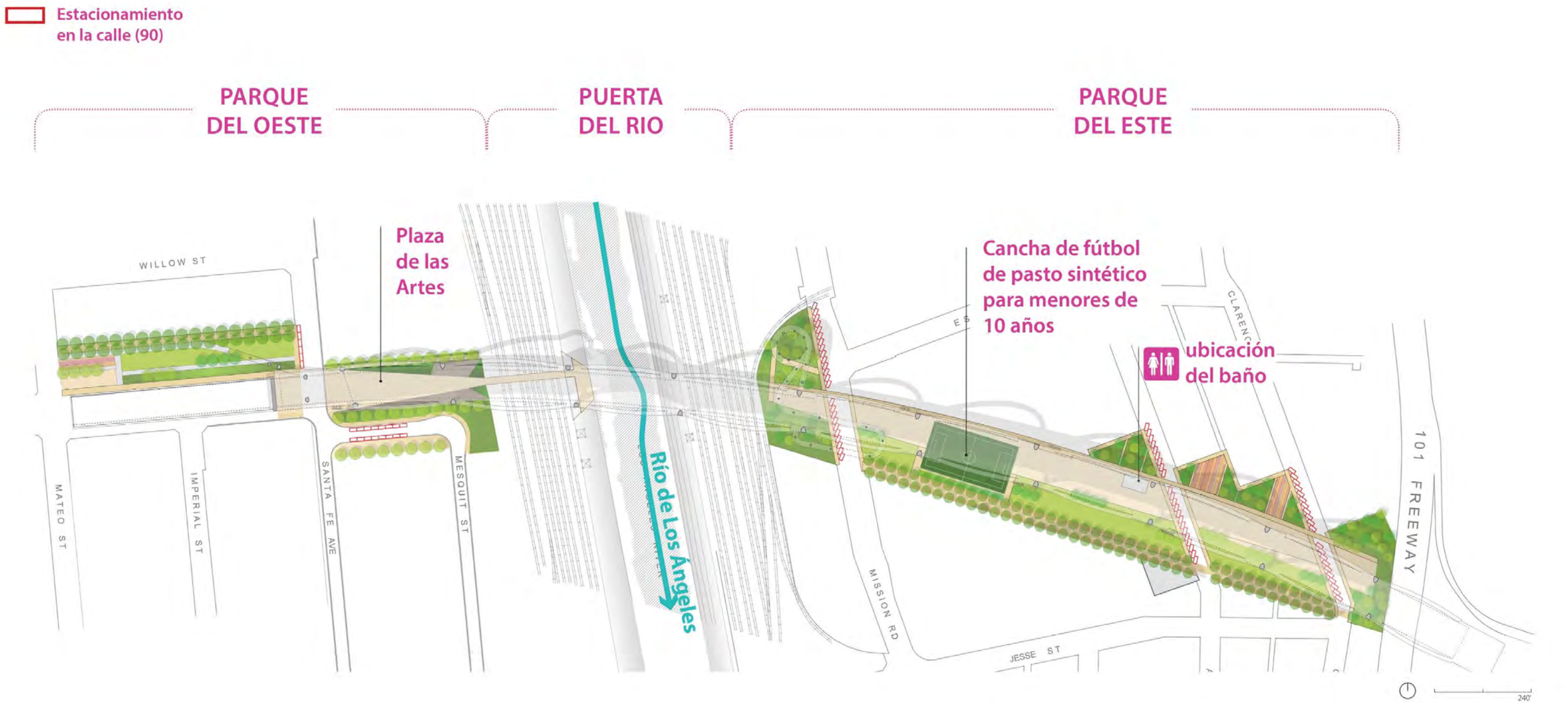
- PASTO ABIERTO
- PRADERA Y ARBOLES
- PASTO SINTÉTICO
- SISTEMA DE BIOFILTRACIÓN
- JARDINES NATIVOS
- ÁREAS POTENCIALES PARA PROGRAMACIÓN
- TERRAZAS Y ESCENARÍO
- PLAZA

- CIRCULACIÓN



ENFOQUES DE DISEÑO CONCEPTUAL

CONCEPTO 01- PASEO



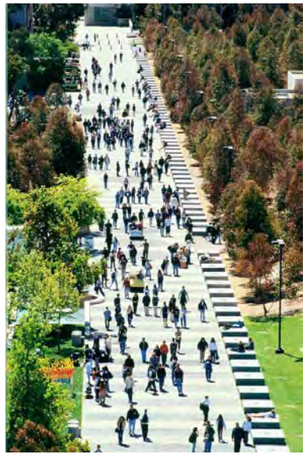
ENFOQUES DE DISEÑO CONCEPTUAL

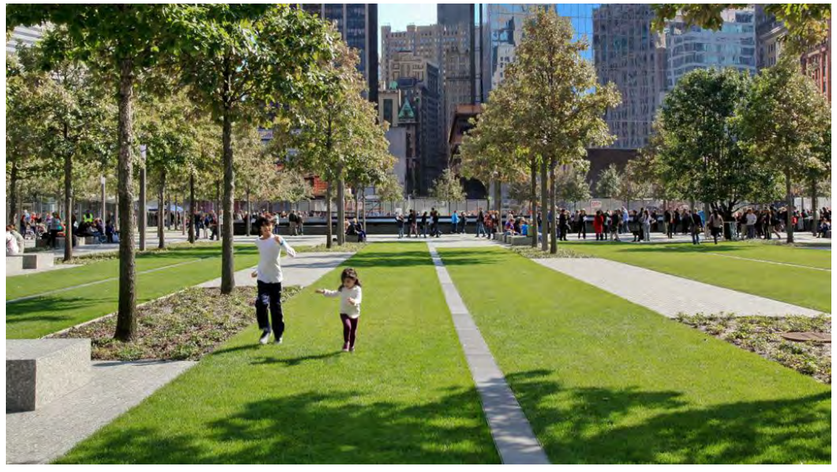
CONCEPTO 01- PASEO

COMO SE VE Y SIENTE











ENFOQUES DE DISEÑO CONCEPTUAL

CONCEPTO 01- PASEO

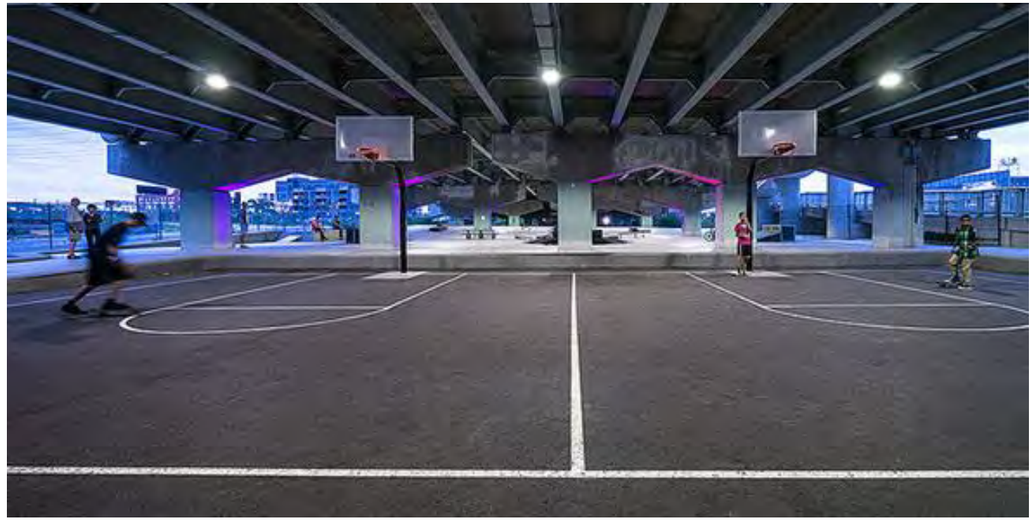
OPORTUNIDADES PARA PROGRAMACIÓN ACTIVA







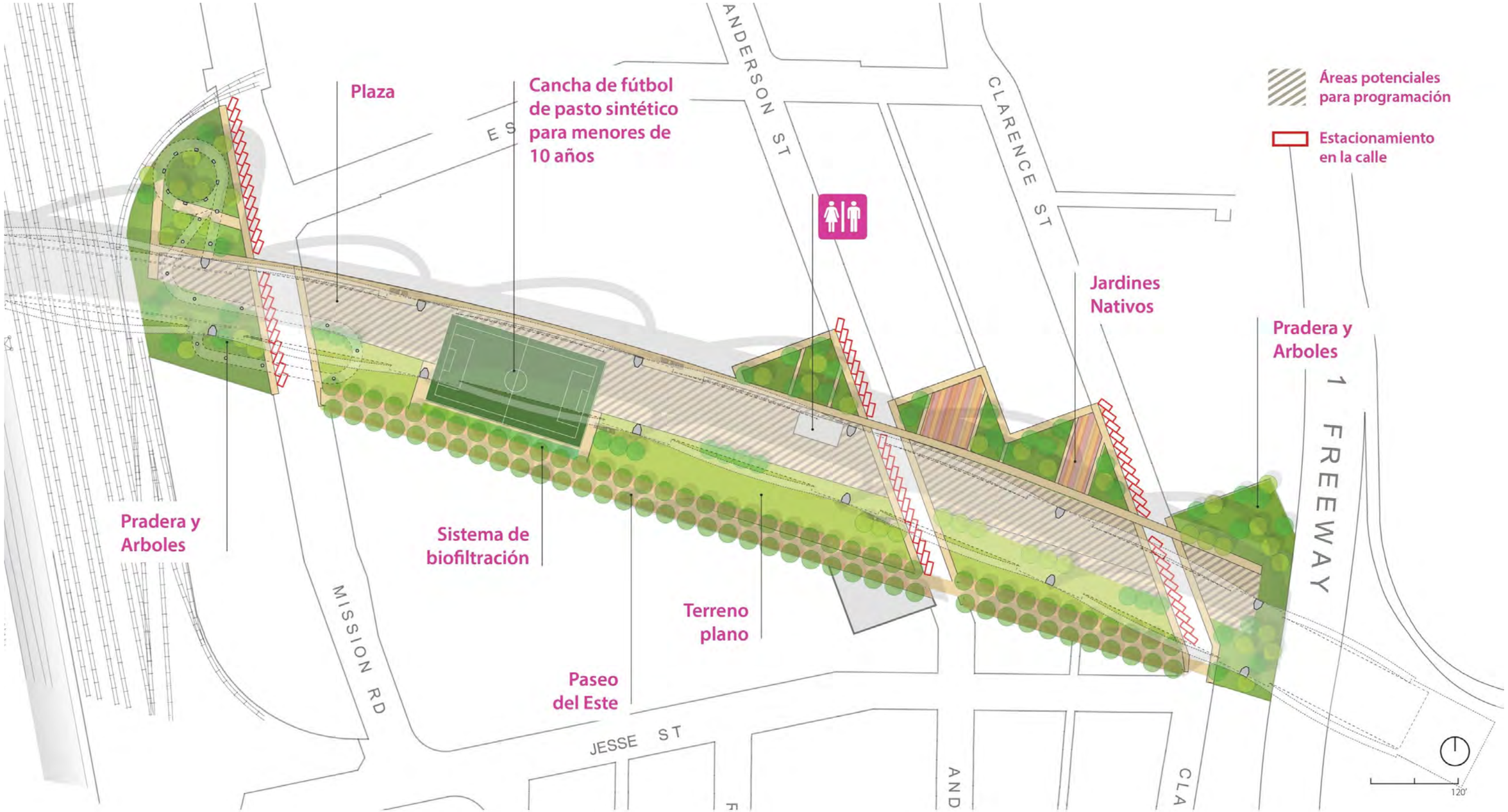




ENFOQUES DE DISEÑO CONCEPTUAL

CONCEPTO 01 – PASEO

PARQUE DEL ESTE



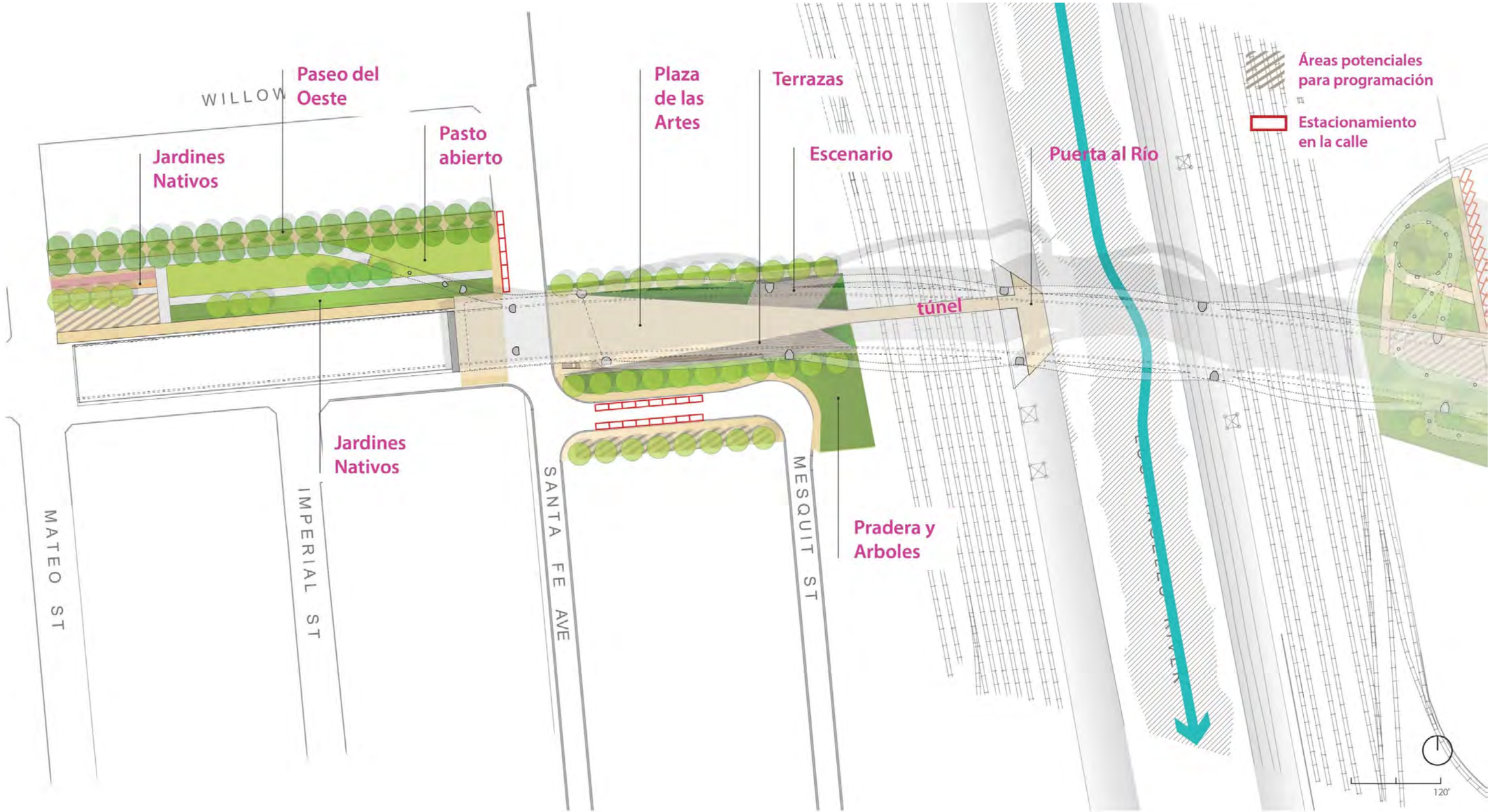
CONCEPTO 01- PASEO



ENFOQUES DE DISEÑO CONCEPTUAL

CONCEPTO 01- PASEO

PARQUE DEL OESTE



ENFOQUES DE DISEÑO CONCEPTUAL
CONCEPTO 01- PASEO

PARQUE DEL OESTE



ENFOQUES DE DISEÑO CONCEPTUAL
CONCEPTO 01- PASEO

PLAZA DE LAS ARTES

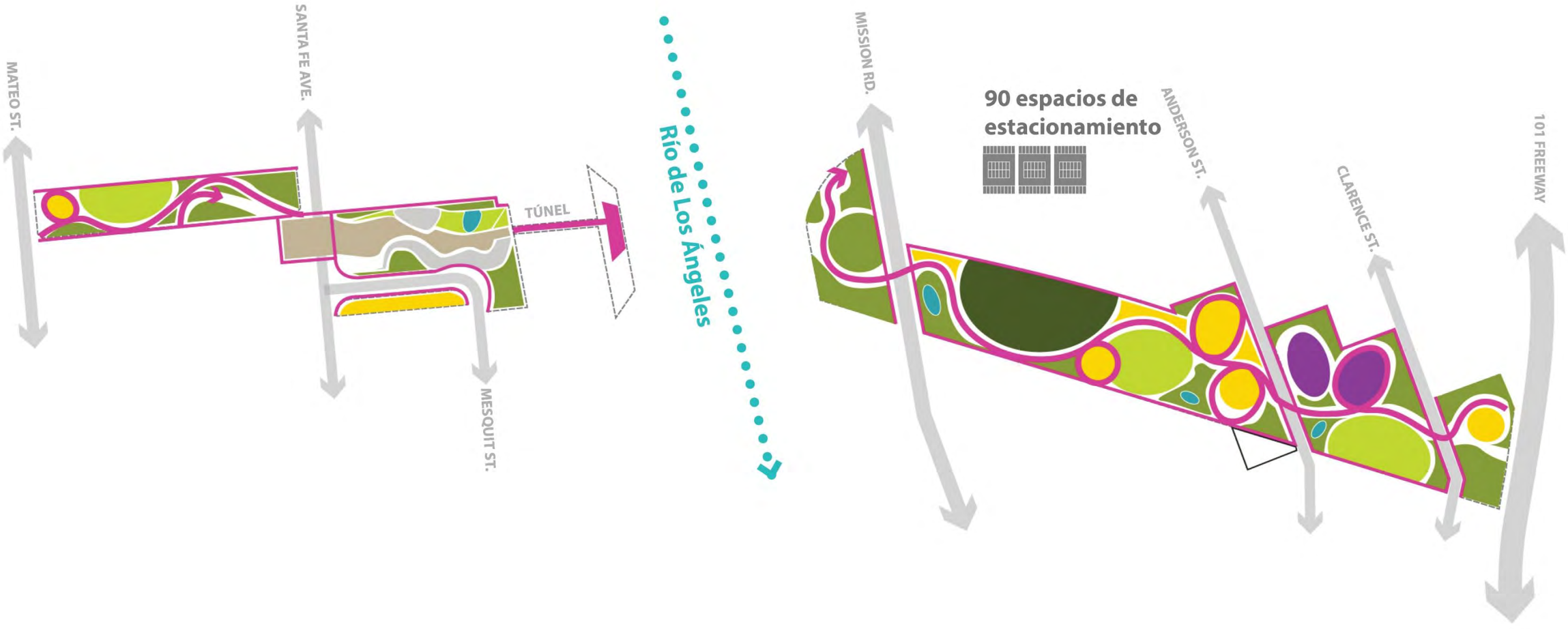


ENFOQUES DE DISEÑO CONCEPTUAL

CONCEPTO 02 – PABELLÓN Y OBJETOS

- PASTO ABIERTO
- PRADERA Y ARBOLES
- PASTO SINTÉTICO
- SISTEMA DE BIOFILTRACIÓN
- JARDINES NATIVOS
- ÁREAS POTENCIALES PARA PROGRAMACIÓN
- TERRAZAS Y ESCENARÍO
- PLAZA

- CIRCULACIÓN



ENFOQUES DE DISEÑO CONCEPTUAL

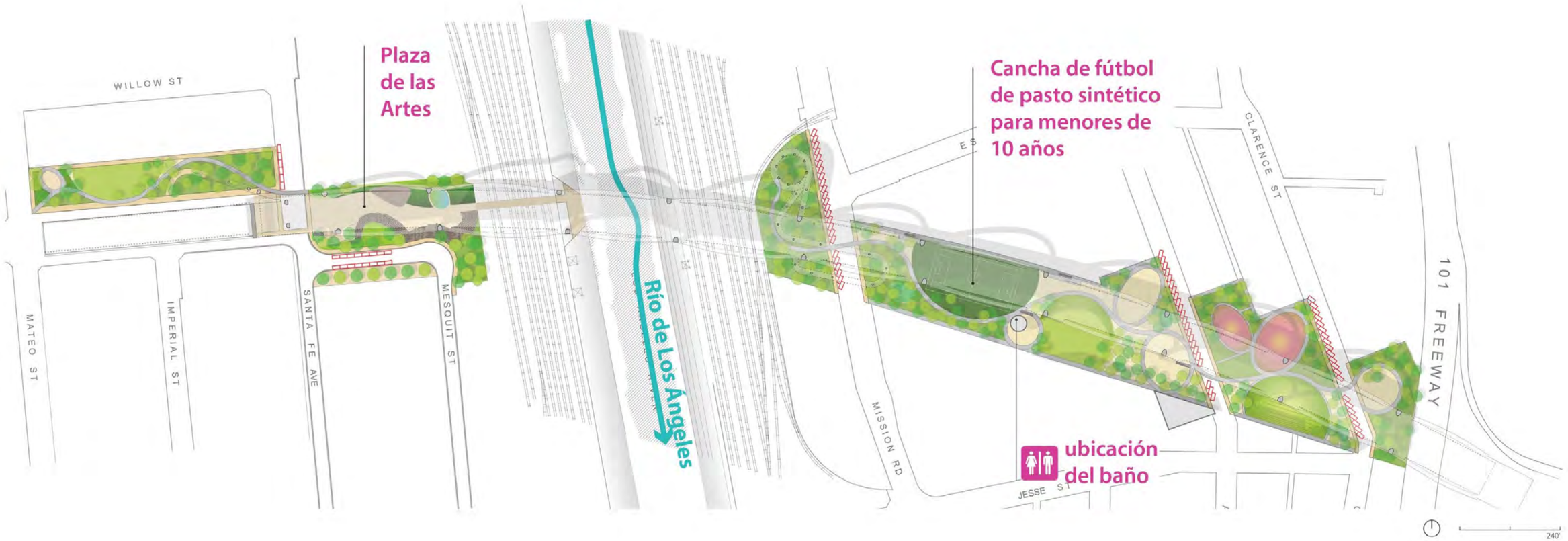
CONCEPTO 02 – PABELLÓN Y OBJETOS

Estacionamiento en la calle (90)

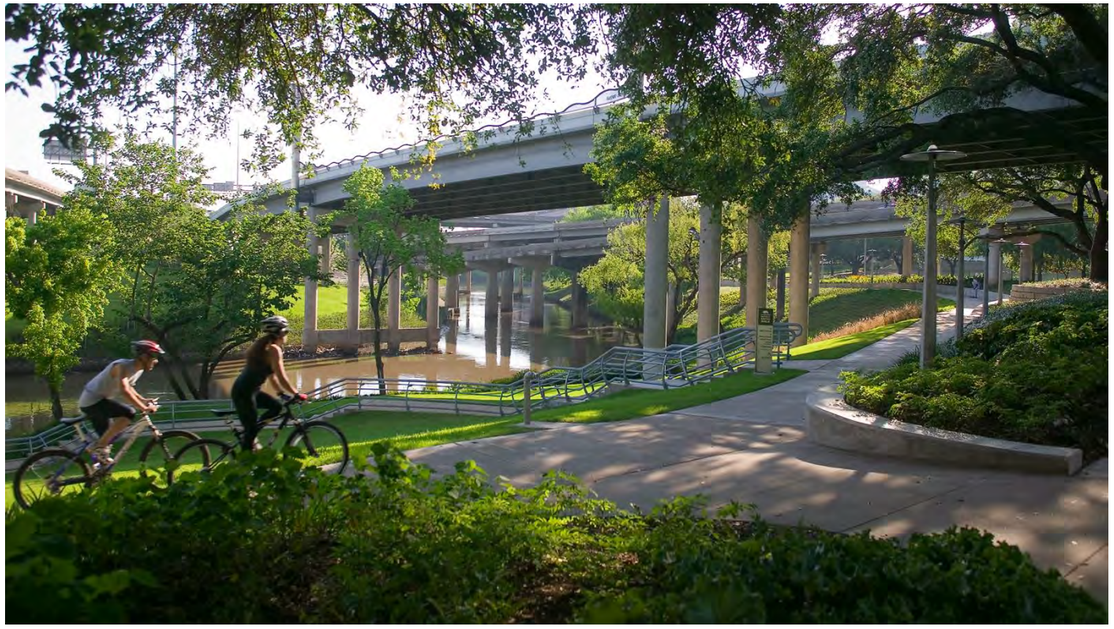
PARQUE DEL OESTE

PUERTA DEL RIO

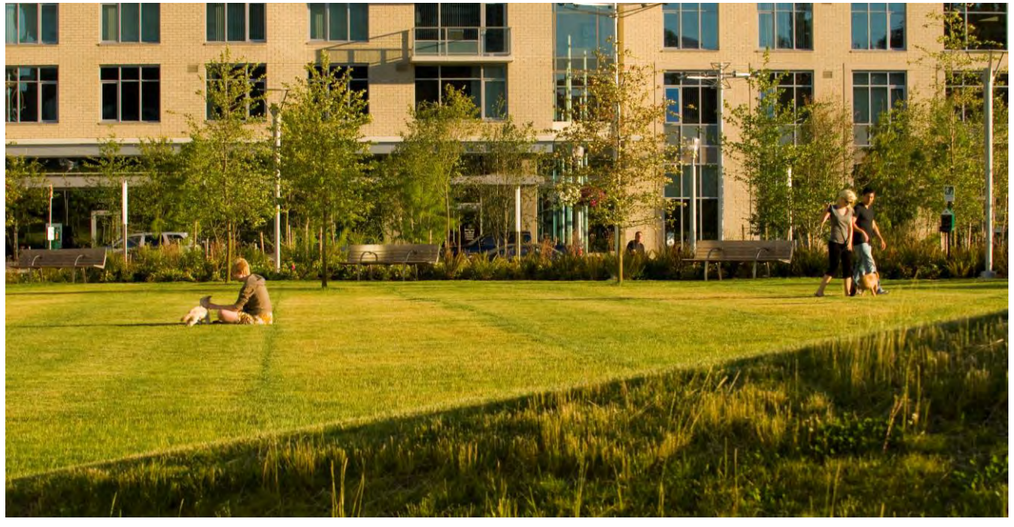
PARQUE DEL ESTE

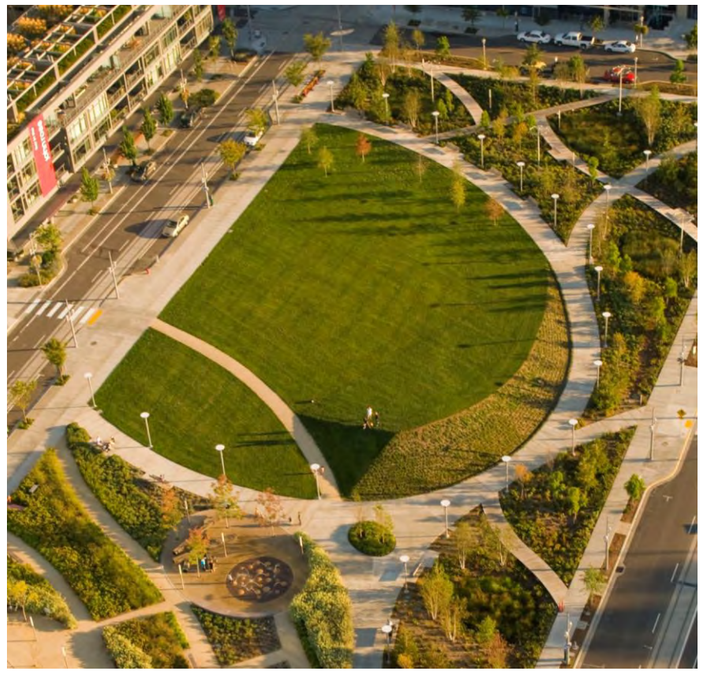


COMO SE VE Y SIENTE











OPORTUNIDADES PARA PROGRAMACIÓN ACTIVA











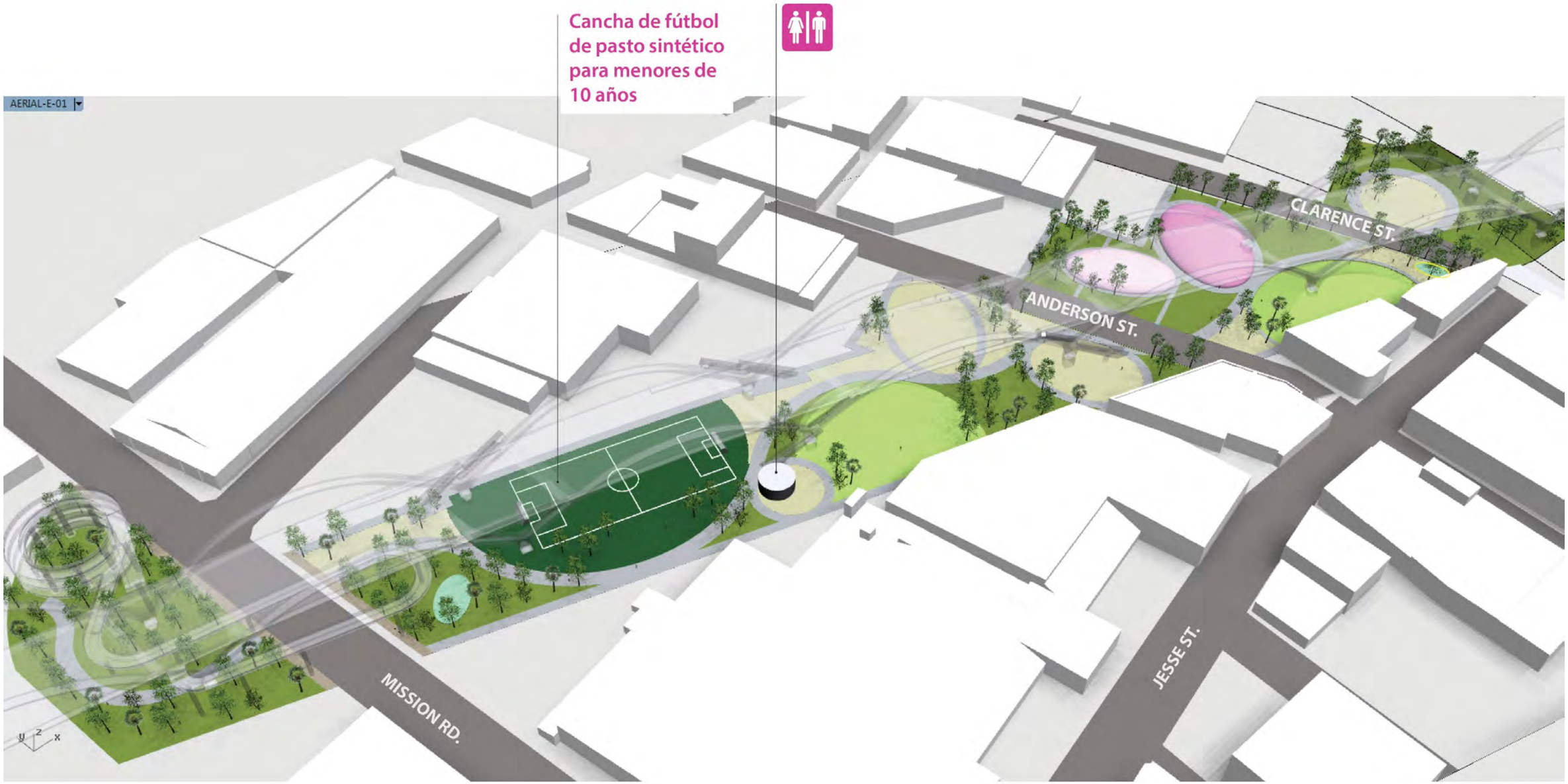
ENFOQUES DE DISEÑO CONCEPTUAL

CONCEPTO 02 – PABELLÓN Y OBJETOS

PARQUE DEL ESTE



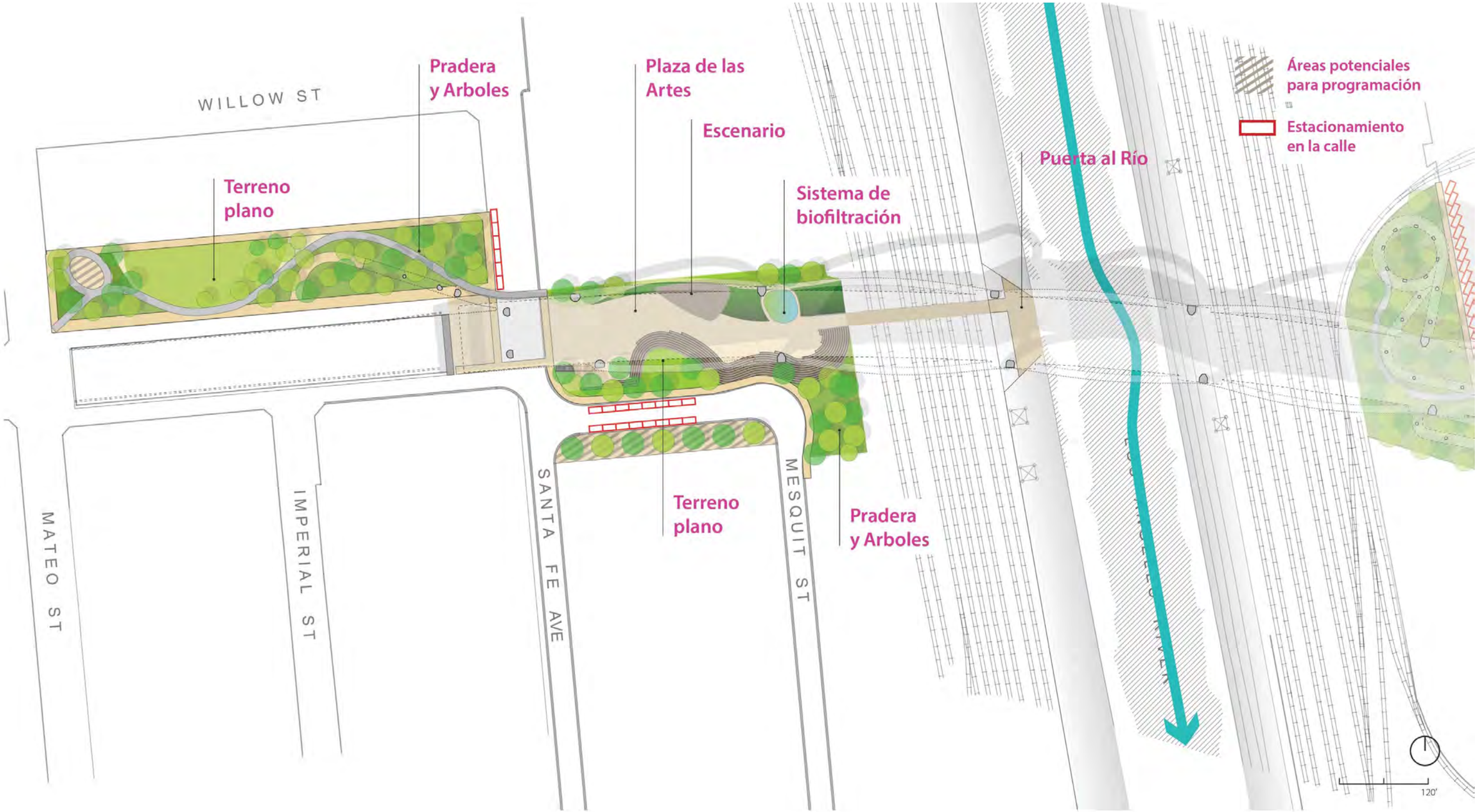
CONCEPTO 02 – PABELLÓN Y OBJETOS



ENFOQUES DE DISEÑO CONCEPTUAL

CONCEPTO 02 – PABELLÓN Y OBJETOS

PARQUE DEL OESTE



ENFOQUES DE DISEÑO CONCEPTUAL

CONCEPTO 02 – PABELLÓN Y OBJETOS

PARQUE DEL OESTE



ENFOQUES DE DISEÑO CONCEPTUAL

CONCEPTO 02 – PABELLÓN Y OBJETOS

PLAZA DE LAS ARTES

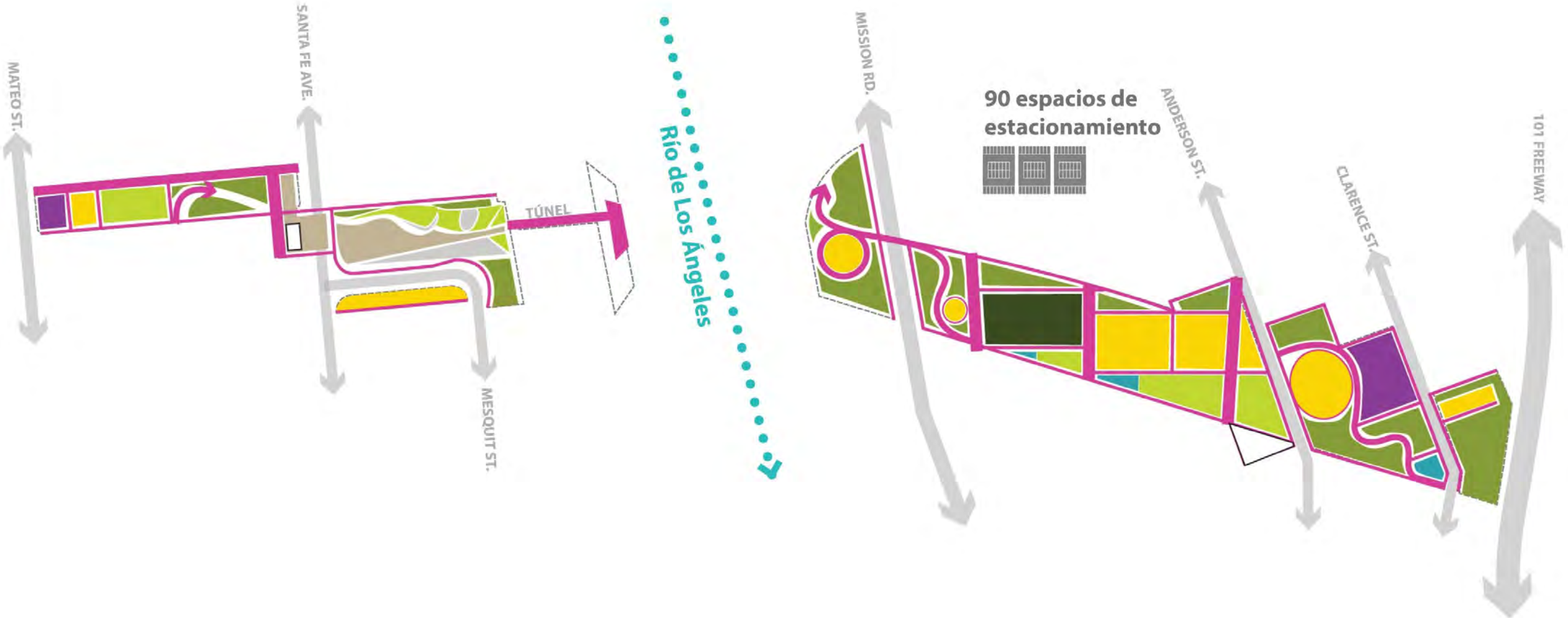


ENFOQUES DE DISEÑO CONCEPTUAL

CONCEPTO 03 - EPISÓDICO

- PASTO ABIERTO
- PRADERA Y ARBOLES
- PASTO SINTÉTICO
- SISTEMA DE BIOFILTRACIÓN
- JARDINES NATIVOS
- ÁREAS POTENCIALES PARA PROGRAMACIÓN
- TERRAZAS Y ESCENARÍO
- PLAZA

- CIRCULACIÓN

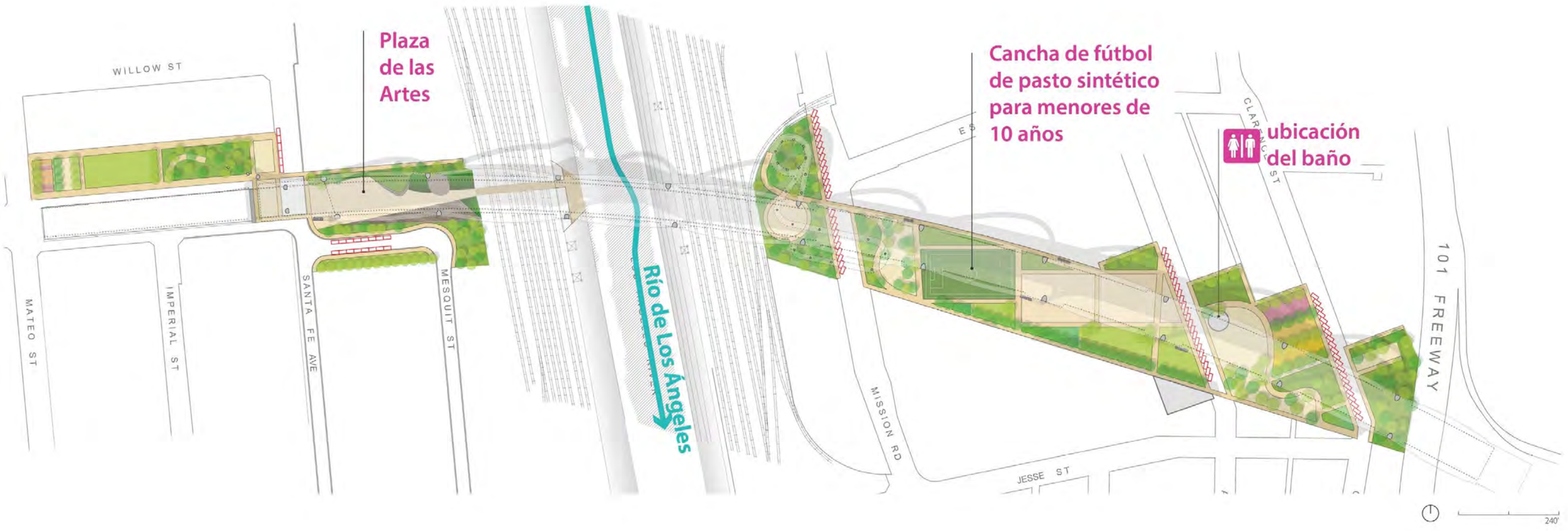


ENFOQUES DE DISEÑO CONCEPTUAL

CONCEPTO 03 - EPISÓDICO

Estacionamiento en la calle (90)

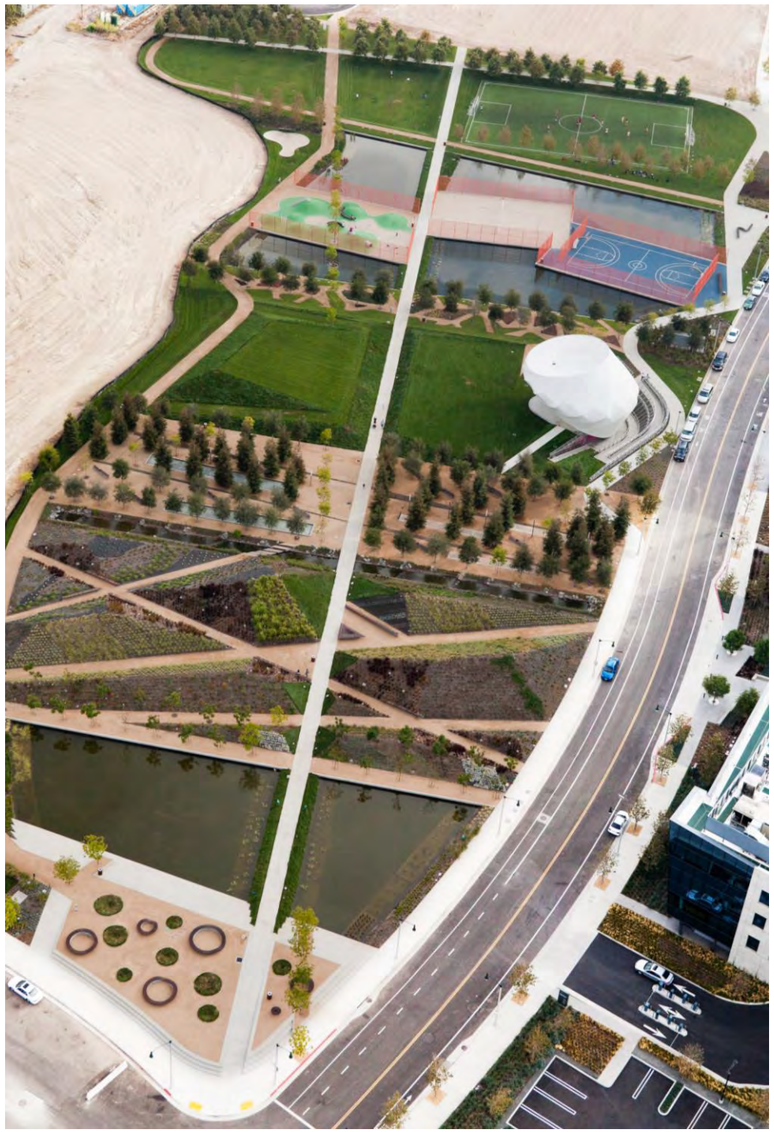
PARQUE DEL OESTE | **PUERTA DEL RIO** | **PARQUE DEL ESTE**



ENFOQUES DE DISEÑO CONCEPTUAL

CONCEPTO 03 - EPISÓDICO

COMO SE VE Y SIENTE











ENFOQUES DE DISEÑO CONCEPTUAL

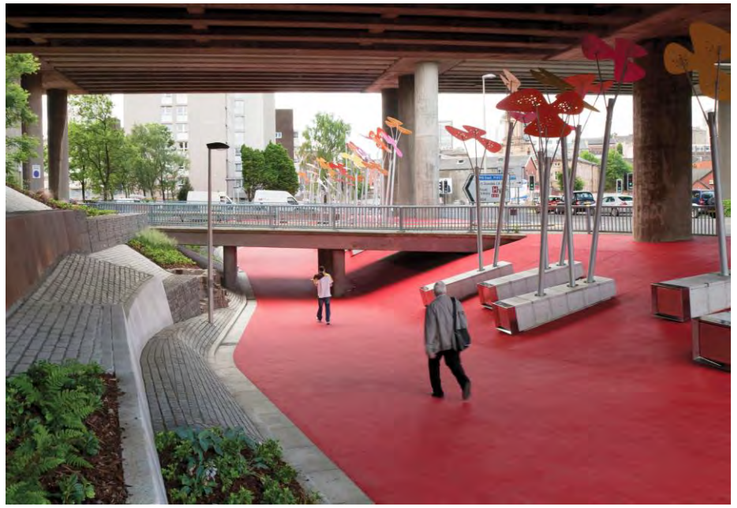
CONCEPTO 03 - EPISÓDICO

OPORTUNIDADES PARA PROGRAMACIÓN ACTIVA











ENFOQUES DE DISEÑO CONCEPTUAL

CONCEPTO 03 - EPISÓDICO

PARQUE DEL ESTE



ENFOQUES DE DISEÑO CONCEPTUAL
CONCEPTO 03 - EPISÓDICO

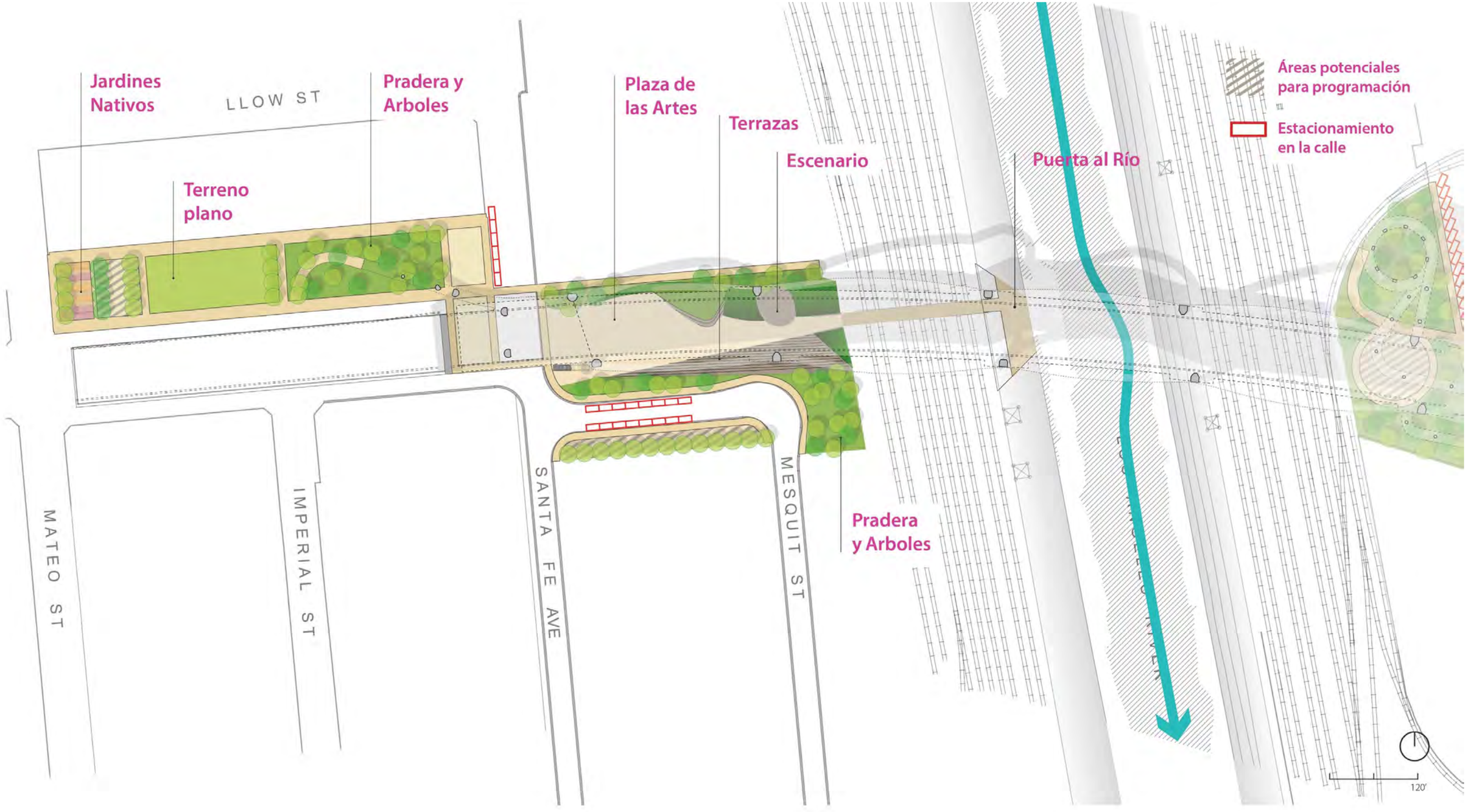
PARQUE DEL ESTE



ENFOQUES DE DISEÑO CONCEPTUAL

CONCEPTO 03 - EPISÓDICO

PARQUE DEL OESTE



CONCEPTO 03 - EPISÓDICO

PARQUE DEL OESTE



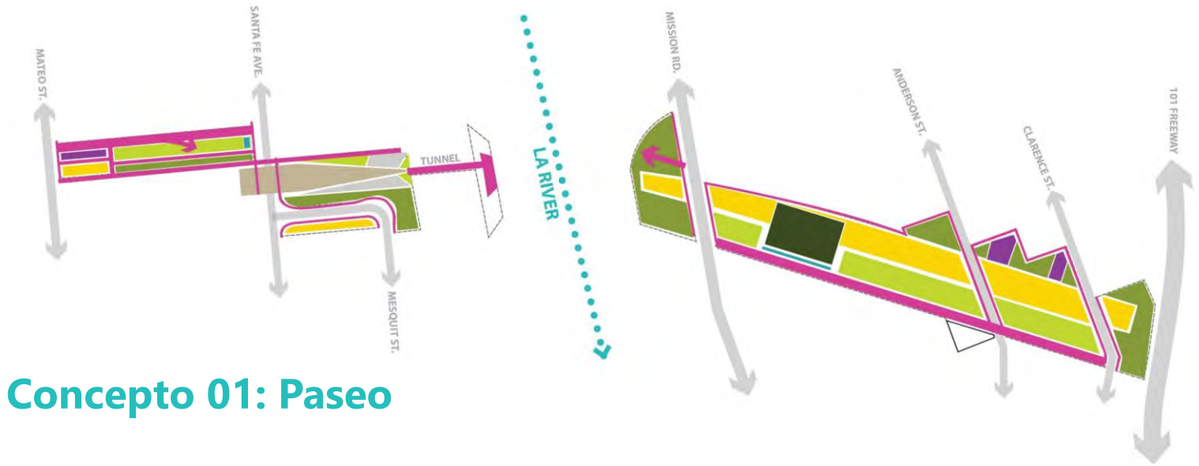
ENFOQUES DE DISEÑO CONCEPTUAL
CONCEPTO 03 - EPISÓDICO

PLAZA DE ARTES

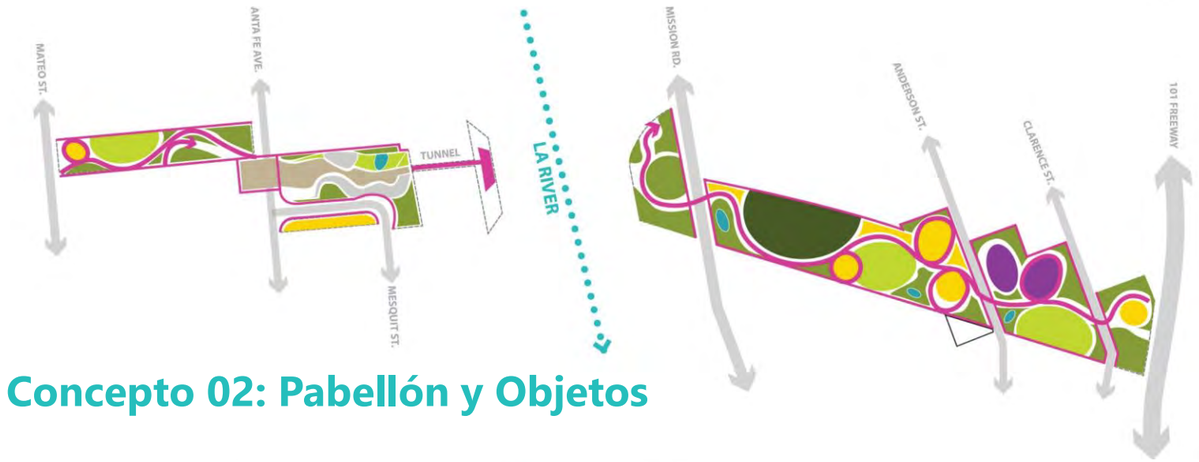


ENFOQUES DE DISEÑO CONCEPTUAL

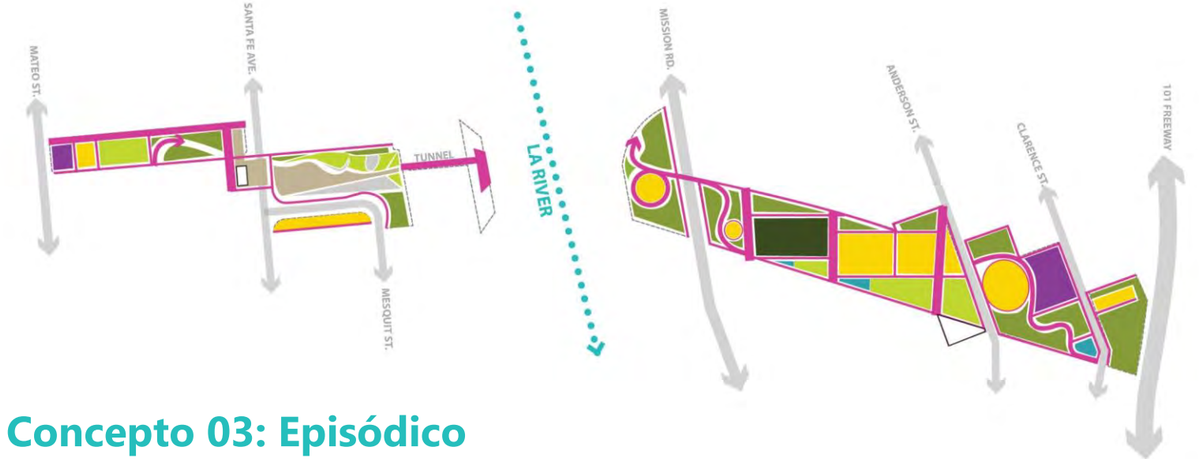
TRES CONCEPTOS DE DISEÑO



Concepto 01: Paseo



Concepto 02: Pabellón y Objetos



Concepto 03: Episódico

SESIÓN DE GRUPOS PEQUEÑOS

SESION DE GRUPOS PEQUEÑOS

COLABORACIÓN COMUNITARIA

- **Por favor comparta lo que es Más favorable y Menos favorable de cada opción de diseño.**

- **Su participación nos ayudara a identificar sus preferencias de cada concepto de enfoque, que después ayudara en la creación unificada del diseño preferido.**

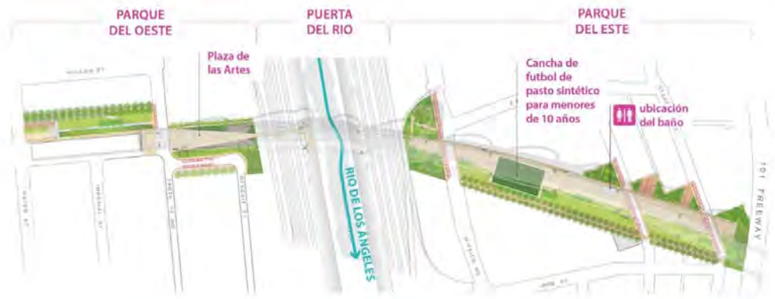
PARQUE DE LA CALLE SEXTA, ARTES, RÍO Y MEJORAS DE CONECTIVIDAD
ENCUESTA COMUNITARIA #2

El Parque de Calle Sexta Artes, Río y Mejoras de Conectividad, que está siendo construido por la Oficina de Ingeniería de la Ciudad de Los Ángeles, será un parque de 12 acres debajo del nuevo Viaducto de la Calle Sexta. La construcción del nuevo viaducto quedará terminado a finales del 2020 y la primera fase del nuevo parque se abrirá al mismo tiempo.

Queremos comunicarnos con miembros de la comunidad para averiguar lo que te gusta y disgusta sobre los diseños de tres conceptos para el parque. ¡Por favor llene la siguiente encuesta y comparta sus ideas! Su opinión nos ayudará a entender los puntos fuertes de cada enfoque, que luego se sintetizan en un solo esquema preferido.

Por favor escriba abajo lo que es **más favorable** y **menos favorable** para usted de cada opción del concepto de diseño.

CONCEPTO 01 –PASEO



MÁS FAVORABLE

MENOS FAVORABLE

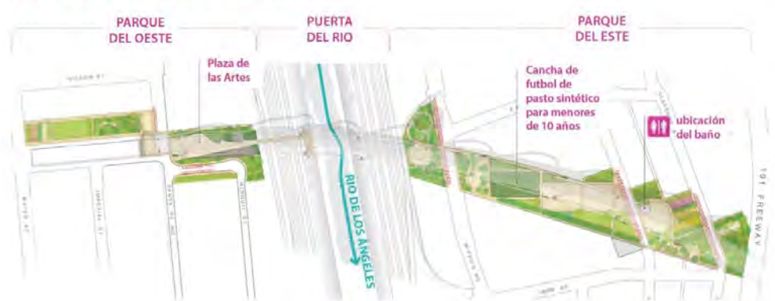
CONCEPTO 02 – PABELLÓN Y OBJETOS



MÁS FAVORABLE

MENOS FAVORABLE

CONCEPTO 03 – EPISODICO



MÁS FAVORABLE

MENOS FAVORABLE

PROXIMOS PASOS

PRÓXIMOS PASOS

COMO MANTENERSE INFORMADO Y INVOLUCRADO

- **Reunión de Alcance Público del Reporte Informativo de Impacto Ambiental**
  - **3 de mayo del 2017**

- **Próximas reuniones comunitarias de diseño para el Parque de la Calle Sexta, Artes, Río y Mejoras de Conectividad**
  - **Verano del 2017**

- **Para los próximos detalles del Proyecto de Parque de la Calle Sexta, Artes, Río y Mejoras de Conectividad, favor de ir al:**
  - **http://www.sixthstreetviaduct.org/parc**

  - **Puede registrarse para recibir correos electrónicos con actualizaciones de reuniones comunitarias, eventos, y otras noticias e información**

  - **Síganos en el Facebook!**

May 2017 Scoping Meeting

JOIN US FOR THE SCOPING MEETING ON THE SIXTH STREET PARC EIR!

NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE PROPOSED SIXTH STREET PARK, ARTS, RIVER, AND CONNECTIVITY IMPROVEMENTS (SIXTH STREET PARC) PROJECT

The City of Los Angeles Bureau of Engineering is beginning the environmental review process for the proposed Sixth Street Park, Arts, River, and Connectivity Improvements (Sixth Street PARC) Project, located in Los Angeles, beneath and adjacent to the Sixth Street Viaduct between Mateo Street to the west and the US 101 to the east. Engineering welcomes comments from public agencies, stakeholders, and other interested parties on the content of the environmental information presented in the Initial Study (IS), which describes the proposed Project and anticipated scope of the EIR. You can learn more about the proposed Project at http://www.sixthstreetviaduct.org/parc.

The NOP/IS is available online at http://eng.lacity.org/techdocs/emg/sixthstreet_parks_arts.htm and at the following public 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

Comments on the NOP/IS are due by Monday, May 15, 2017. Comments may be submitted by email to Jan.Green.Rebstock@lacity.org (please include Sixth Street PARC in the subject line). Please also include the name, telephone number, mailing address, and email address of a person to contact in case there are questions regarding the comments submitted. Comments may also be submitted by mail to: Dr. Jan Green Rebstock, City of Los Angeles, Department of Public Works, Bureau of Engineering, Environmental Management Group, 1149 S. Broadway, 6th Floor, Mail Stop 939, Los Angeles, CA 90015.

Public Meeting: A public scoping meeting will be held to share more about the proposed Project and obtain input on the scope and content of the Draft EIR: May 3, 2017, 6:00 pm – 8:00 pm at the Puente Learning Center, 501 South Boyle Avenue, Los Angeles, CA 90033. Parking is available onsite.

Media inquiries:
Mary Nemick
Director of Communication, Bureau of Engineering
mary.nemick@lacity.org

For more information, visit: www.sixthstreetviaduct.org/feedback

¡ACOMPÁÑANOS A LA REUNIÓN DE ALCANCE SOBRE EL CONTENIDO DE REPORTE DE IMPACTO AMBIENTAL DEL PARQUE DE LA CALLE SEXTA, ARTES, RIO, MEJORAS DE CONECTIVIDAD!

AVISO DE PREPARACIÓN DEL BORRADOR DEL REPORTE DEL IMPACTO AMBIENTAL (NOP) PARA EL PARQUE PROPUESTO DEL PROYECTO DE LA CALLE SEXTA, ARTES, RIO, Y MEJORAS DE CONECTIVIDAD

La Oficina de Ingeniería de la Ciudad de Los Ángeles está comenzando un proceso de revisión ambiental para el Parque de la Calle Sexta, Artes, Río y Mejoras de Conectividad de la Calle Sexta (Sixth Street PARC), ubicado en Los Ángeles, debajo y adyacente al Viaducto de la Calle Sexta entre la calle Mateo al oeste y US 101 al este. La Oficina de Ingeniería da la bienvenida a los comentarios de las agencias públicas, involucrados, y partes interesadas en el contenido de la información ambiental presentada en el Estudio Inicial (IS, por sus siglas en inglés), que describe el Proyecto propuesto y anticipa el alcance del EIR. Puede obtener más información acerca del Proyecto propuesto en http://www.sixthstreetviaduct.org/parc.

El NOP/IS está disponible en línea en http://eng.lacity.org/techdocs/emg/sixthstreet_parks_arts.htm y en los siguientes lugares públicos:

- **Biblioteca Central**, 630 West 5th Street, Los Ángeles, CA 90071
- **Biblioteca de Little Tokyo**, 203 South Los Ángeles Street, Los Ángeles, CA 90012
- **Biblioteca de Robert L Stevenson**, 803 Spence Street, Los Ángeles, CA 90023
- **Biblioteca Benjamin Franklin**, 2200 East 1st Street, Los Ángeles, CA 90033
- **Centro de Tecnología BH**; 1600 East 4th Street, Los Ángeles, CA 90033
- **Ayuntamiento de Boyle Heights**; 2130 East 1st Street Suite 241, Los Ángeles, CA 90033

Los comentarios sobre el NOP/IS deben presentarse antes del lunes 15 de mayo de 2017. Los comentarios pueden ser enviados por correo electrónico a Jan.Green.Rebstock@lacity.org (por favor, incluya Sixth Street PARC en la línea del asunto). Por favor, incluya el nombre, número telefónico, Dirección de correo, y correo electrónico de la persona de contacto en caso de que haya alguna pregunta relacionada con los comentarios enviados. Los comentarios también pueden ser enviados por correo a: Dr. Jan Green Rebstock, City of Los Angeles, Department of Public Works, Bureau of Engineering, Environmental Management Group, 1149 S. Broadway, 6th Floor, Mail Stop 939, Los Angeles, CA 90015.

Reunión Pública: Se llevará a cabo una reunión pública para compartir más acerca del Proyecto propuesto y obtener información sobre el alcance y contenido del Borrador del Reporte del Impacto Ambiental: 3 de mayo de 2017, 6:00 pm – 8:00 pm en el Puente Learning Center, 501 South Boyle Avenue, Los Ángeles, CA 90033. Habrá estacionamiento.



Preguntas de los Medios:

Mary Nemick
Director de Comunicación, Agencia de Ingeniería
mary.nemick@lacity.org

Para más información, visite: www.sixthstreetviaduct.org/feedback

ENGINEERING
CITY OF LOS ANGELES

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

AGENDA FOR EIR SCOPING MEETING

ALISO PICO GYMNASIUM
MAY 11, 2017
6pm to 8pm

I. Sign-In & Gather Materials 6:00 PM

II. Presentation 6:10 PM

The Project Team will review the different potential Project elements, designs and potential environmental impacts that will be studied further in the EIR.

III. Public Comment Period 6:45 PM

Please fill out a speaker card before giving comments at the microphone. These cards are available at the registration table and in the front of the meeting room. Comments in Spanish will be translated at the microphone for all in the audience to hear. Speakers will be given 2 minutes to speak. If you wish to give comments in writing, please fill out a comment card or send us a letter or email. A record of all comments received, written and verbal, will be posted on the City's website.

After the comment period, the Project Team will be available to talk further around the model & presentation boards to respond to individual questions as needed.

IV. Meeting Concludes 8:00 PM

At the request of PUENTE Learning Center, this room must be cleared out and all cars must leave the parking lot by 8:30pm.

Thank you for participating in tonight's EIR Scoping Meeting!

ENGINEERING
CITY OF LOS ANGELES

PROYECTO CALLE SEXTA: PARQUE, ARTES, RIO Y PROYECTO DE MEJORAMIENTO Y CONECTIVIDAD CALLE SEXTA (PARC)

AGENDA REUNION SOBRE ALCANCE Y CONTENIDO (EIR)

ALISO PICO GYMNASIUM
11 DE MAYO DE 2017
6:00 pm a 8:00 pm

I. Firme Su Asistencia y Recoja Materiales 6:00 PM

II. Presentación 6:10 PM

El Equipo del Proyecto presentará los diferentes elementos potenciales, diseños y posibles impactos ambientales que se estudiarán más afondo en el EIR.

III. Período de Comentarios Públicos 6:45 PM

Favor de llenar una tarjeta para hacer comentarios públicos antes de presentarse ante el micrófono. Las tarjetas están disponibles enfrente y detrás del salón. Comentarios en español serán traducidos simultáneamente para el beneficio de todos en la audiencia. Comentaristas tendrán un límite de dos minutos para hablar. Si prefiere entregar sus comentarios por escrito, favor de llenar una tarjeta o envíe una carta por correo o por correo electrónico. Un registro de todos los comentarios recibidos por escrito y verbalmente estará disponible en la página web de la Ciudad.

Después del período de comentarios, el Equipo del Proyecto estará disponible para conversar más sobre el modelo y tablillas de presentación y para responder preguntas que crea necesarias.

IV. Conclusión de la Reunión 8:00 PM

A petición de PUENTE Learning Center, este salón necesita estar desocupado y todos los autos deberán salir del estacionamiento a partir de las 8:30 p.m.

¡Gracias por participar esta noche en la Reunion Sobre Alcance y Contenido/EIR!

SIXTH STREET PARK, ARTS, RIVER, CONNECTIVITY IMPROVEMENTS (PARC) PROJECT
SUMMARY OF THE NOTICE OF PREPARATION (NOP)/INITIAL STUDY (IS)

Environmental Review Process

To comply with the California Environmental Quality Act (CEQA), the City is conducting an environmental review process to consider what environmental impacts may result from constructing and operating the proposed Sixth Street PARC Project. This process starts when the City prepares a Notice of Preparation (NOP) to inform public agencies and the general public that the City will prepare an Environmental Impact Report (EIR) for the proposed Project. The City has also prepared an Initial Study (IS), which is a preliminary checklist of the potential environmental issues that could possibly result from the construction or operation of the proposed Project. The NOP and IS are being circulated for a 30-day review and comment period. During this scoping period, the City is requesting 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.



Once the Draft EIR is developed, regulatory agencies and the public are invited to review and comment on the adequacy of the EIR analysis and its findings. Another public meeting will be held at that time. The City will consider these comments and then prepare a Final EIR for review and approval by the Los Angeles City Council.

Proposed 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. The Project may include the following elements:



Landscaping/planting, irrigation systems, and **open space**



Performance area(s), public gathering/ assembly areas, and **public art**



Support Facility: Field office, Community and/or concession building(s)



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/amenities:** benches, tables, bike racks, bicycle rentals, kiosks, drinking fountains, safety bollards, lighting and signage, fencing, **restrooms**, and equipment storage



Mobility: 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



Utilities: Utility connections; Utility relocations and undergrounding in some areas may be required



Infrastructure: Retaining walls; Stormwater infrastructure improvements



Potential 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 with colored concrete pavement; 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



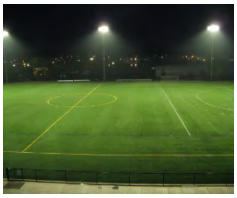
Demolition activities may include demolition of existing urban infrastructure, such as buildings, pavement, and roadways



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 Issues

The City, as the CEQA Lead Agency, has decided to prepare an Environmental Impact Report (EIR). As part of an EIR, potential environmental impacts resulting from the project are organized by various environmental issues. The following issues will be studied in more detail for the project EIR:



Aesthetics: Project lighting for events or recreational activities could increase ambient light at night during operations. Construction activities may also require lighting at night.



Air Quality: Air emissions from construction equipment and vehicular traffic during operations may contribute to existing regional air quality violations for these pollutants: ozone, particulate matter (PM) 2.5, PM 10 and lead. The Project will also attract sensitive receptors (residents, children, the elderly) to the Project area, which is located near rail lines and major freeways. The EIR will study whether the Project will expose these receptors to substantial concentrations of air pollution.



Biological Resources: Bats and nesting birds could be disturbed by light and noise from the Project.



Cultural, Historic and Paleontological Resources: The EIR will review potential historic, cultural, and paleontological resources (fossils) that may be present in the Project area.



Hazards and Hazardous Materials: Project construction may require removal of contaminated soils. Additional soil remediation may be also required. Results of previous soil studies will be discussed in the EIR.



Population and Housing: The Project will not construct new homes or businesses, but it could spur additional economic growth in the area, which could create new growth in the local community and region. This issue will be evaluated further in the EIR.



Traffic: Recreational facilities would be added to a mostly industrial area, so pedestrian safety will be important. The Project may also result in additional vehicular traffic to the area. Public transit, walking and bike access will be encouraged.



Noise: Project activities (traffic, events, soccer, performances) could produce additional noise. Construction noise may exceed noise standards. Noise levels from construction and operations will be studied in the EIR.



Water Quality and Hydrology: Terracing and construction of a bikeway in the River could result in changes to drainage patterns and impede or redirect flood flows within the River. Also, construction, operation and maintenance of the Project could require large amounts of water. Impacts to water quality, hydrology and groundwater supplies will be studied in the EIR.

In addition to the environmental resource areas identified above, the following issues will also be included in the scope of the EIR:

- Geology/Soils
- Greenhouse Gases
- Land Use & Planning
- Public Services
- Recreation
- Utilities and Service Systems

Public Comment Process

Comments of the NOP/IS are **due May 22, 2017**. To submit written comments, you may:

- Email comments to:
  Jan.Green.Rebstock@lacity.org,
  Subject: Sixth Street PARC Project
  (Please include contact information with mailing address.)

- Submit a comment card or letter by mail to:
  RE: Sixth Street PARC
  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

PARQUE DE LA CALLE SEXTA, ARTES, RÍO Y MEJORAS DE CONECTIVIDAD (PARC)
RESUMEN DEL PROYECTO DE MEJORAS DEL AVISO DE PREPARCION (NOP)/ ESTUDIO INICIAL (IS)

Revisión Ambiental

Para cumplir con los requisitos del Acta de Calidad del Aire de California (CEQA), la Ciudad está conduciendo un proceso de revisión ambiental para considerar los posibles impactos ambientales que puedan resultar de la construcción y operación propuesta del proyecto de la Calle Sexta (PARC). Este proceso inicia cuando la Ciudad prepara un Aviso de Preparación (NOP) para notificar a las agencias públicas y al público en general, que está iniciando la preparación de un Informe sobre Impacto Ambiental (EIR), para el proyecto propuesto. La Ciudad también a preparado un Estudio Inicial (IS), que es una lista preliminar de puntos importantes sobre posibles problemas ambientales que podrían resultar del proyecto propuesto. El NOP y el IS, se distribuyen por un período de 30 días, como tiempo de revisión y comentario. Durante este período de revisión, la Agencia Principal solicita sugerencias y comentarios de agencias, partes interesadas y público en general, sobre el alcance y contenido de la información ambiental que será incluida en el Borrador del EIR.



Una vez que el EIR se ha desarrollado, agencias reguladoras y el público serán invitados a revisar y comentar sobre la conveniencia del análisis del Reporte de Impacto Ambiental (EIR). En su momento, haremos otra reunión pública. La Ciudad considerará estos comentarios en la preparación del documento final del Reporte del Impacto Ambiental (EIR) para la revisión y aprobación del Consejo de la Ciudad de Los Ángeles.

Proyecto Propuesto

El proyecto de La Calle Sexta (PARC) incluye el la creación de espacios públicos en una área aproximada de 12 acres, debajo y adyacente al Viaducto de la Calle Sexta (Viaducto) en la Ciudad de Los Ángeles. El Proyecto puede incluir los siguientes elementos:



Jardinería Ornamental/plantas, sistemas de siembra y riego, y **espacios al aire libre**



Áreas de Entretenimiento, áreas de reunión/asamblea pública y **arte público**



Instalaciones de Apoyo: Uno o más edificios de oficinas y concesiones comunitarias



Canchas recreativas y campos, que podrían incluír canchas de fútbol (soccer) con césped sintético e iluminación de canchas deportivas; baloncesto u otros campos de deportes, práctica de fútbol (soccer), zonas de ejercicios de estiramiento y un **parque de patinetas**



Área de juegos infantiles contará con las instalaciones necesarias de recreación al aire libre; y equipo para ejercicios estacionario para adultos



Juegos acuáticos para niños (**splash pads)**



Parque Canino y elementos relacionados



Equipamiento típico de parques y servicios, como: bancas, mesas, portabicicletas, sitios de renta de bicicletas, kioscos, bebederos de agua, postes de seguridad, alumbrado y señalización, vallas, **baños** y almacenamiento de equipo



Movilidad: Sendas peatonales, vías para bicicletas y conexiones, sendas internas del parque, caminos de servicio; áreas/espacios relacionados con iluminación y estacionamiento; alumbrado de la calle



Rehabilitación de la salida del **puente** peatonal y vehicular, existente en el lado oeste del río



Servicios públicos: Conexión, reubicación y trabajos subterráneos de servicios públicos en algunas áreas donde sea necesario



Infraestructura: Muros de contención y mejoras en la infraestructura de aguas lluvia



Posibles terrazas, con jardineras de vegetación y la construcción de vías para bicicletas que podrían haber **a lo largo de la orilla del Río**, adyacente a la propuesta Plaza de las Artes, extendiéndose desde la Calle Cuarta hasta la Calle Séptima, con conexiones a las estructuras del Puente; también pueden construírse terrazas en la orilla opuesta del Río, o al nivel de la calle dentro de los límites del proyecto



Mejoras de conectividad, con pavimento de concreto coloreado; estacionamiento en calles adyacentes; y cruces peatonales en Santa Fe Avenue, Mission Road, Jesse Street, South Anderson Street y South Clarence Street



El subsuelo del sitio cumplirá con los estándares de suelo residencial y/o normas que apoyen el uso del parque. Durante la construcción pueden requerirse actividades de **Remediación del suelo**



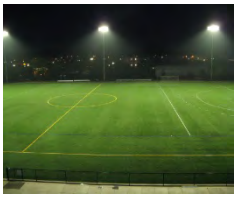
Las Actividades de demolición podrían incluir la demolición de la infraestructura urbana existente, como edificios, pavimento y caminos



Adquisición de derechos de vía y reubicación, así como las servidumbres de construcción temporal. La mayoría de los requisitos de propiedad para el Proyecto propuesto, ha sido asegurada por el Proyecto de Reemplazo del Viaducto

Posibles Efectos Ambientales

La Ciudad, como Agencia Principal de la CEQA, ha decidido preparar un Informe de Impacto Ambiental (EIR). Como parte del EIR, los posibles efectos ambientales asociados con el Proyecto propuesto, están organizados en distintas áreas del medio ambiente. Los siguientes aspectos serán estudiados más en detalle para el proyecto EIR:



Estética: La iluminación del proyecto para eventos o actividades recreativas podría aumentar la luz ambiental en la noche durante los horarios de operación. Las actividades de construcción también podrían requerir iluminación por la noche.



Calidad del aire: Las emisiones atmosféricas de los equipos de construcción y el tráfico vehicular durante las operaciones pueden contribuir a las violaciones regionales existentes de la calidad del aire para los siguientes contaminantes: ozono, partículas (PM) 2,5, PM 10 y plomo. El Proyecto podría afectar receptores sensibles (residentes, niños, personas de la tercera edad) la zona del Proyecto que se encuentra cerca de las líneas de ferrocarril y autopistas principales. El EIR estudiará si el Proyecto expondrá estos receptores a concentraciones sustanciales de contaminación del aire.



Recursos biológicos: Los murciélagos y las aves que anidan podrían ser perturbados por la luz y el ruido del Proyecto.



Recursos culturales, históricos y paleontológicos: El EIR revisará posibles recursos históricos, culturales y paleontológicos (fósiles) que puedan estar presentes en el área del Proyecto.



Materiales peligrosos y tóxicos: La construcción del proyecto puede requerir que se remueva la tierra contaminada. También se puede requerir tratamiento adicional del suelo. Se darán a conocer los estudios previos del suelo en el EIR.



Población y vivienda: El Proyecto no construirá nuevas viviendas ni negocios, pero podría estimular el crecimiento económico adicional en la zona, lo que podría crear un nuevo crecimiento en la comunidad local y en la región. Este asunto se evaluará más a fondo en el EIR.



Tráfico: Las instalaciones recreativas se agregarían a una zona mayoritariamente industrial, por lo que la seguridad de los peatones será importante. El Proyecto también puede causar que haya más tráfico vehicular en la zona. Se fomentará el transporte público, caminar y andar en bicicleta.



Ruido: Las actividades del proyecto (tráfico, eventos, espectáculos y fútbol) podrían producir ruido adicional. El ruido de la construcción puede exceder las normas de ruido. Los niveles de ruido de la construcción y las operaciones serán estudiados en el EIR.



Calidad del agua e hidrología: La construcción de terrazas y carriles para bicicletas junto al río podría causar cambios en los patrones de drenaje he impedir o reorientar los flujos de inundación del río. Además, la construcción, operación y mantenimiento del proyecto podría requerir grandes cantidades de agua. Los impactos a la calidad del agua, la hidrología y los suministros del agua subterránea serán estudiados en el EIR.

A parte de las áreas de recursos ambientales anteriormente identificadas, los siguientes asuntos serán incluidos sobre el alcance y contenido del Informe de Impacto Ambiental (EIR).

- Geología/Suelos
- Gases Efecto Invernadero
- Planificación Urbana
- Servicios Públicos
- Recreación
- Sistemas de Servicios Públicos

Proceso de Comentarios Públicos

El último día para presenter sus comentarios es el 22 de mayo de 2017. Para presentar comentarios escritos, puede:

- Enviar comentarios por correo electrónico a:
  Jan.Green.Rebstock@lacity.org,
  Asunto: Proyecto PARC Calle Sexta
  (Incluya su información de contacto con dirección de correo.)

- Enviar una carta de comentario por correo tradicional a:
  Referencia: PARC Calle Sexta
  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

Proyecto del Parque de la
Calle Sexta, Artes, Río y Mejoras de Conectividad (PARC)
Proceso de Revisión Ambiental - ¡Nos interesan sus opiniones y comentarios!

La Ciudad de Los Ángeles, Oficina de Ingeniería, es la Agencia Principal en el proceso de revisión ambiental del Proyecto propuesto. La Ciudad debe considerar los posibles efectos ambientales del Proyecto propuesto y reducir o evitar esos impactos, en lo posible. La Ciudad está preparando un Informe sobre Impacto Ambiental (EIR), para analizar esos posibles impactos. Ahora estamos en la fase de alcance, en que la Ciudad solicita sugerencias, opiniones y comentarios de agencias reguladoras y del público, en el Aviso de Preparación/Estudio Inicial, en relación con los temas ambientales que deberán abordarse en el EIR. Una vez que el Borrador del EIR esté preparado, las agencias y el público también serán invitados para su revisión y comentarios.

Maneras de participar:

- **Proveer opiniones, comentarios verbales y/o escritos, en la Reunión de Alcance, el 11 de mayo del 2017**

- **Enviar comentarios por correo electrónico a:**
  Jan.Green.Rebstock@lacity.org,
  Asunto: Proyecto PARC Calle Sexta
  (Por favor incluya su información de contacto y domicilio.)

- **Enviar una carta de comentario por correo tradicional a:**
  Referencia: PARC Calle Sexta
  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

- **¿Tiene preguntas sobre el proceso de revisión ambiental? Por favor llame a:**
  Dr. Jan Green Rebstock al número (213) 485-5761

- **PLAZO FINAL PARA SUS OPINIONES Y COMENTARIOS: 22 de MAYO del 2017**

Copias del Aviso de Preparación/Estudio Inicial, están disponibles aquí:

- **Correo electrónico, en el sitio web:**
  http://eng.lacity.org/techdocs/emg/sixthstreet_parks_arts.htm

- **Copias Impresas, disponibles en la Reunión de Alcance y en las siguientes direcciones:**
  - Biblioteca Central, 630 W 5th Street, Los Ángeles, CA 90071
  - Biblioteca de Little Tokyo, 203 S. Los Ángeles Street, Los Ángeles, CA 90012

- Biblioteca Robert L Stevenson, 803 Spence Street, Los Ángeles, CA 90023
- Biblioteca Benjamin Franklin, 2200 E. 1st Street, Los Ángeles, CA 90033
- Centro Tecnológico Boyle Heights: 1600 East 4th Street, Los Ángeles, CA 90033
- Boyle Heights City Hall, 2130 East 1st Street Suite 241, Los Ángeles, CA 90033

SIXTH STREET PARK, ARTS, RIVER &
CONNECTIVITY IMPROVEMENTS (PARC) PROJECT
Environmental Review Process - We Want Your Comments!

The City of Los Angeles, Bureau of Engineering is the Lead Agency for the environmental review process for the proposed Project. The City must consider the potential environmental effects of the proposed Project and reduce or avoid these impacts when possible. The City is preparing an environmental impact report (EIR) to discuss these potential impacts. We are now in the scoping phase where the City is requesting comments from regulatory agencies and the public on the Notice of Preparation/Initial Study regarding what environmental issues should be addressed in the EIR. Once the Draft EIR has been prepared, agencies and public will also be invited to review and comment.

Ways to Participate:

- **Provide verbal and/or written comments at the Scoping Meeting May 11, 2017**

- **Email comments to:**
  Jan.Green.Rebstock@lacity.org,
  Subject: Sixth Street PARC Project
  (Please include contact information with mailing address.)

- **Submit a comment card or letter by mail to:**
  RE: Sixth Street PARC
  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

- **Questions about the environmental review process? Please call:**
  Dr. Jan Green Rebstock at (213) 485-5761

- **COMMENTS DUE MAY 22, 2017**

Copies of the Notice of Preparation/Initial Study are available here:

- **Electronic:** http://eng.lacity.org/techdocs/emg/sixthstreet_parks_arts.htm

- **Hard Copies: Available at the scoping meeting and 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

City of Los Angeles

Department of Public Works

Environmental Scoping Meeting for the Proposed Sixth Street Park, Arts, River & Connectivity Improvements (PARC) Project

May 3, 2017

ENGINEERING

CITY OF LOS ANGELES

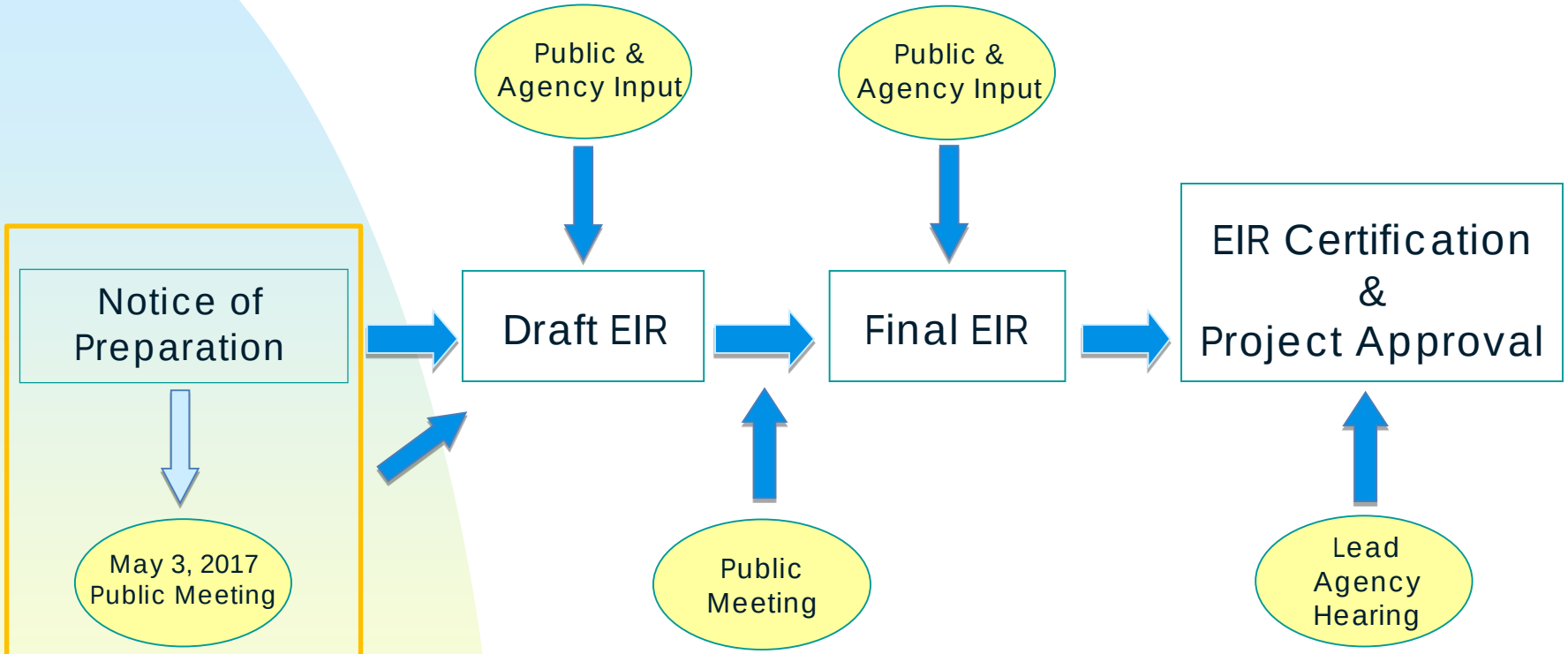
Agenda

- ***Introductions***
- ***Overview of CEQA Environmental Review Process***
- ***Proposed Project Description***
- ***Review NOP/Initial Study Findings***
- ***Receive Public Comments at Tonight's Meeting***

***Spanish Translation is available**
***Meeting transcript will be posted online**

****Please complete a speaker card if you'd like to provide brief comments following the presentation; Each speaker will be given two minutes to speak***

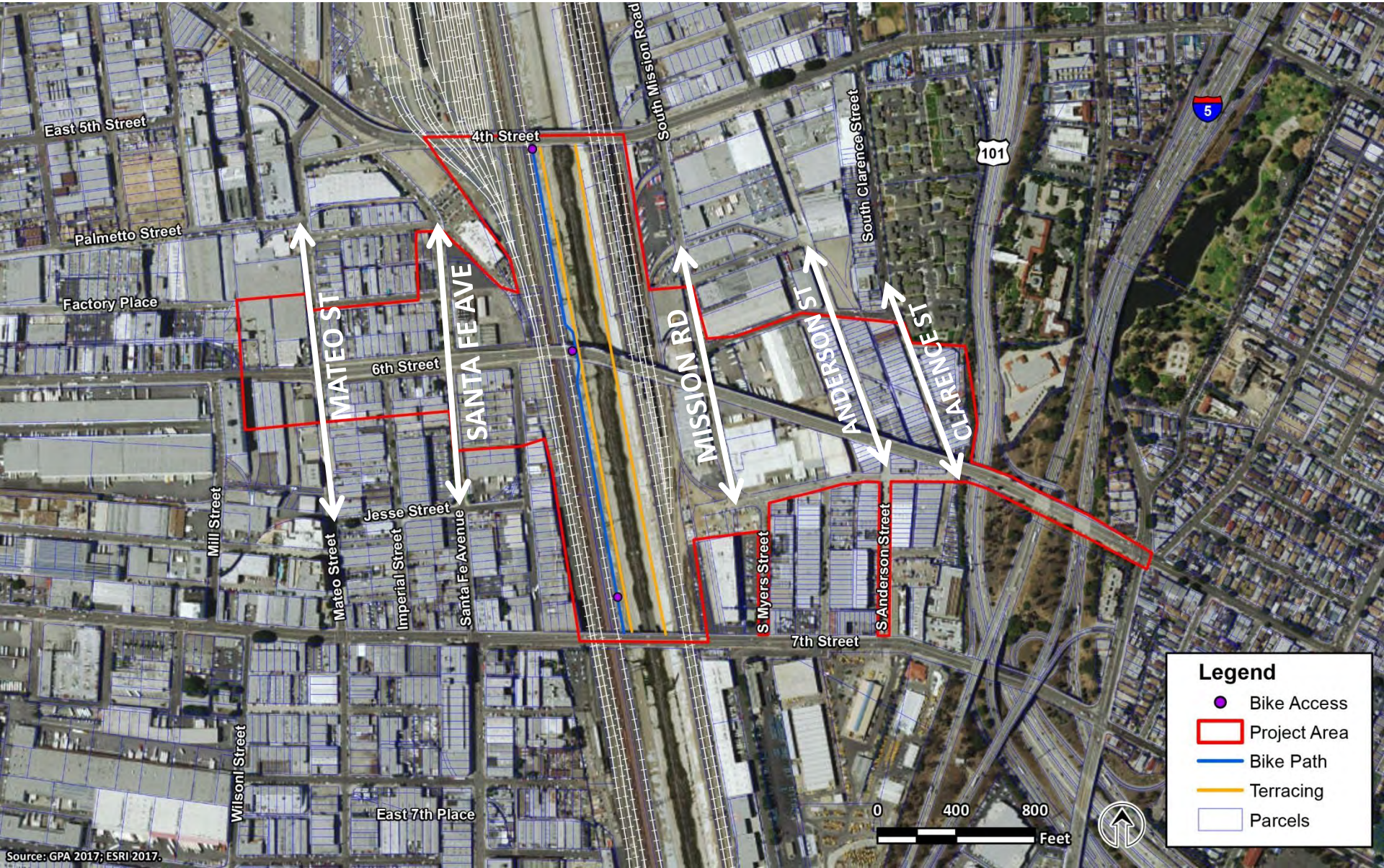
CEQA Environmental Review Process



Scoping Period

Spring 2017 **Winter 2017** **Spring 2018**

Proposed Project Location



Project Objectives

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

Proposed Project Elements



Landscaping/ planting, irrigation systems, and **open space**



Performance area(s), public gathering/ assembly areas, and **public art**



Support Facility: Field office, Community and/or concession building(s)



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**

Proposed Project Elements



Playground area and equipment; stationary exercise equipment



Water features, such as **splash pads**



Dog park and related amenities



Typical **park site furnishings/amenities:** benches, tables, bike racks, bicycle rentals, kiosks, drinking fountains, safety bollards, lighting and signage, fencing, **restrooms**, and equipment storage

Proposed Project Elements



Mobility:
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



Utilities: Utility connections; Utility relocations and undergrounding in some areas may be required



Infrastructure:
Retaining walls; Stormwater infrastructure improvements

Proposed Project Elements



Potential 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 with colored concrete pavement; parking on adjacent streets; and pedestrian activated cross walks on Santa Fe Avenue, Mission Road, Jesse Street, South Anderson Street, and South Clarence Street

Proposed Project Elements



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

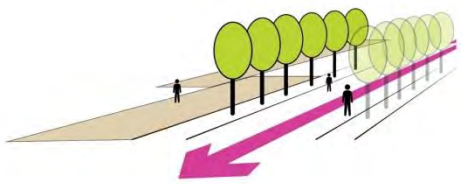


Right-of-way acquisition and relocation, as well as temporary construction easements. The majority of the property requirements for the proposed Project have been secured by the Viaduct Replacement Project

Proposed Project Design

CONCEPTUAL DESIGN APPROACHES
THREE CONCEPTS

CONCEPT 01
Promenade



- **Direct**
- **Linear Spaces**
- **Expresses the Bridge length**

CONCEPT 02
Canopy & Objects



- **Meandering**
- **Organic Form Spaces**
- **Reflects the Bridge Architecture**

CONCEPT 03
Episodic



- **Sequential**
- **Outdoor Room Spaces**
- **Related to Bridge Columns & Architecture**

Proposed Project Design

CONCEPT 01
PROMENADE





on street parking
(90 Spaces)

ARTS DISTRICT
WEST PARK

RIVER
GATEWAY

BOYLE HEIGHTS
EAST PARK

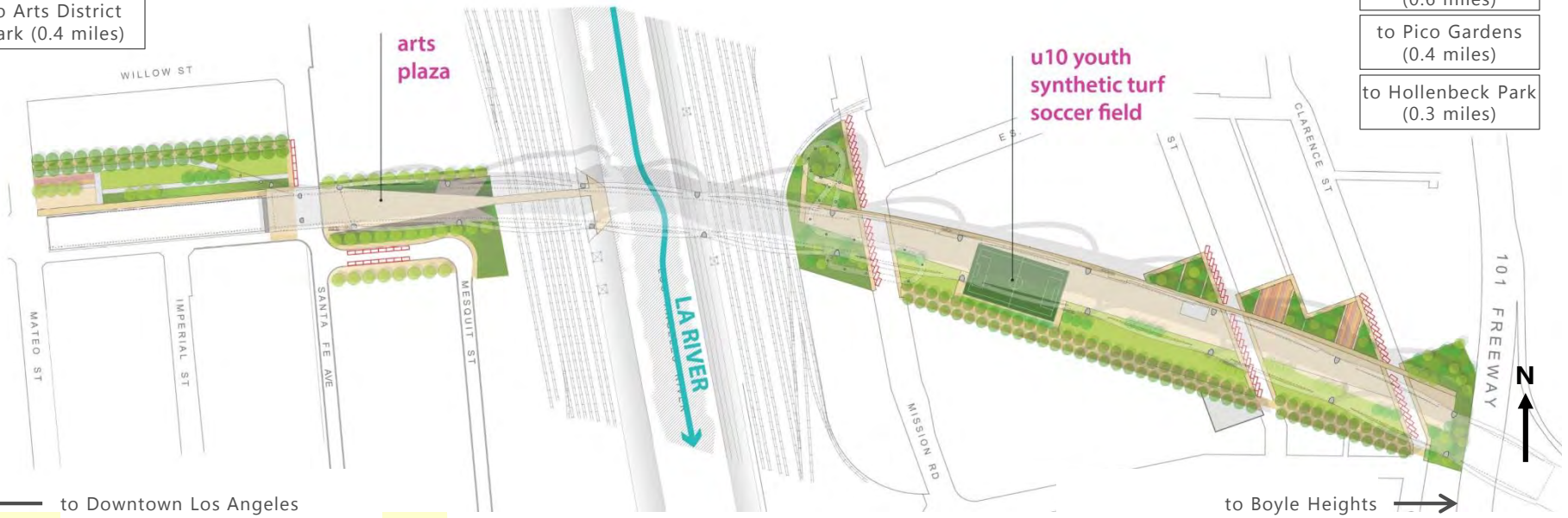
to SCI ARC
(0.6 miles)

to Arts District
Park (0.4 miles)

to PUENTE
Learning Center
(0.6 miles)

to Pico Gardens
(0.4 miles)

to Hollenbeck Park
(0.3 miles)



← to Downtown Los Angeles

to Boyle Heights →

Proposed Project Design

CONCEPT 02
CANOPY & OBJECTS





on street parking
(90 Spaces)

ARTS DISTRICT
WEST PARK

RIVER
GATEWAY

BOYLE HEIGHTS
EAST PARK

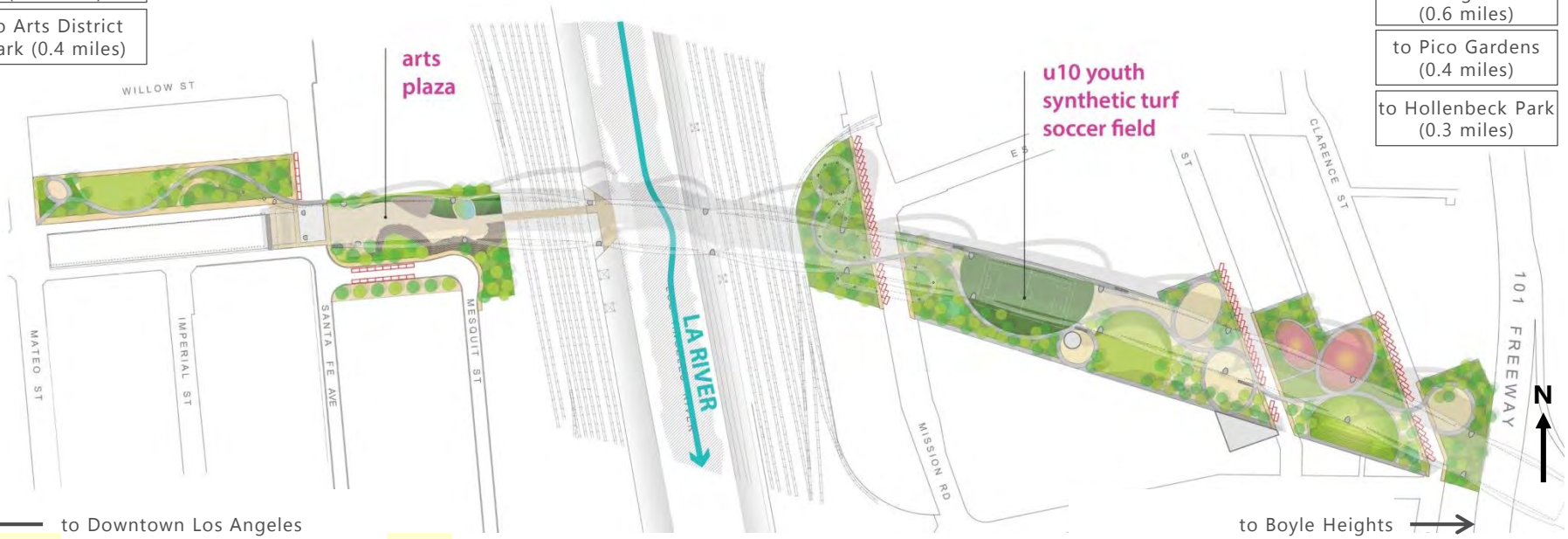
to SCI ARC
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Park (0.4 miles)

to PUENTE
Learning Center
(0.6 miles)

to Pico Gardens
(0.4 miles)

to Hollenbeck Park
(0.3 miles)



← to Downtown Los Angeles

to Boyle Heights →

Proposed Project Design

CONCEPT 03
EPISODIC





on street parking
(90 Spaces)

ARTS DISTRICT
WEST PARK

RIVER
GATEWAY

BOYLE HEIGHTS
EAST PARK

to SCI ARC
(0.6 miles)

to Arts District
Park (0.4 miles)

to PUENTE
Learning Center
(0.6 miles)

to Pico Gardens
(0.4 miles)

to Hollenbeck Park
(0.3 miles)

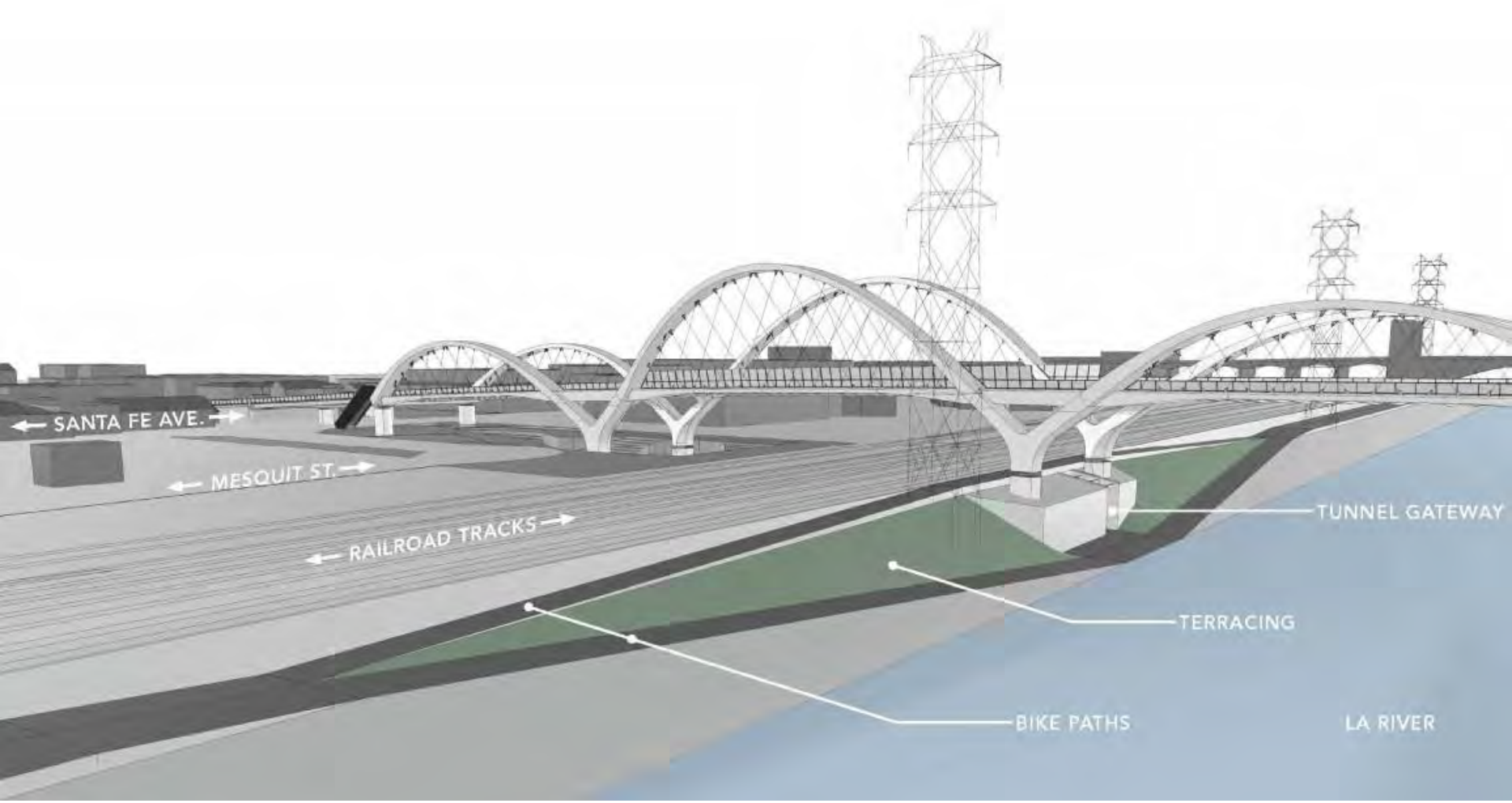


← to Downtown Los Angeles

to Boyle Heights →

Proposed Project Design

Proposed River Concept



Tentative Construction Schedule

Construction Duration

Total Construction Period: Approximately 18 months

Anticipated Park Completion in Phases From 2020 to 2022

(Park May Be Opened To the Public In Phases)

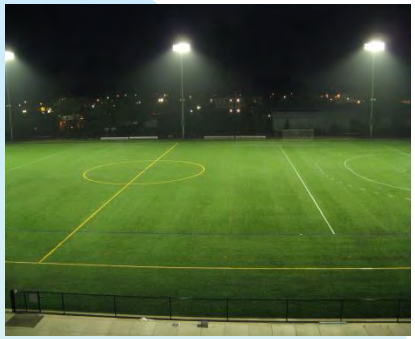
Related Project – Sixth Street Viaduct Replacement Project (In Construction)
Construction Schedule: 2016 – 2020

Potential Environmental Issues

As part of the EIR, the following environmental issues will be studied in more detail:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Greenhouse Gases
- Hazards and Hazardous Materials
- Hydrology & Water Quality
- Land Use & Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation & Traffic
- Utilities & Service Systems

Potential Environmental Issues



Aesthetics:
Project lighting for events or recreational activities could increase ambient light at night during operations. Construction activities may also require lighting at night.



Air Quality:
Air emissions from construction equipment and vehicular traffic during operations may contribute to existing regional air quality violations for these pollutants: ozone, particulate matter (PM) 2.5, PM 10 and lead. The Project will also attract sensitive receptors (residents, children, the elderly) to the Project area, which is located near rail lines and major freeways. The EIR will study whether the Project will expose these receptors to substantial concentrations of air pollution.



Biological Resources:
Bats and nesting birds could be disturbed by light and noise from the Project.

Potential Environmental Issues



Cultural, Historic and Paleontological Resources:
The EIR will review potential historic, cultural, and paleontological resources (fossils) that may be present in the Project area.



Hazards and Hazardous Materials:
Project construction may require removal of contaminated soils. Additional soil remediation may be also required. Results of previous soil studies will be discussed in the EIR.



Population and Housing:
The Project will not construct new homes or businesses, but it could spur additional economic growth in the area, which could create new growth in the local community and region. This issue will be evaluated further in the EIR.

Potential Environmental Issues



Traffic:
Recreational facilities would be added to a mostly industrial area, so pedestrian safety will be important. The Project may also result in additional vehicular traffic to the area. Public transit, walking and bike access will be encouraged.



Noise:
Project activities (traffic, events, soccer, performances) could produce additional noise. Construction noise may exceed noise standards. Noise levels from construction and operations will be studied in the EIR.



Water Quality and Hydrology:
Terracing and construction of a bikeway in the River could result in changes to drainage patterns and impede or redirect flood flows within the River. Also, construction, operation and maintenance of the Project could require large amounts of water. Impacts to water quality, hydrology and groundwater supplies will be studied in the EIR.

We Want Your Comments

- **Verbal Comments at tonight's meeting**
- **Written Comment Card – Complete and submit tonight**
- **Email – Send comments to: Jan.Green.Rebstock@lacity.org, subject: Sixth Street PARC Project; include contact info with mailing address**
- **Submit Comment Card or Letter by mail**

COMMENTS DUE May 22, 2017

Please Stay Involved

- Provide mailing address on meeting sign-in sheet & any comments submitted

- COMMENTS DUE May 22, 2017

- Environmental Documents for review will be posted here:

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

- Upcoming Design meetings/outcomes will be posted here:

http://www.sixthstreetviaduct.org/parc

*Please participate in the design survey! Responses are still being accepted.

Ciudad de Los Ángeles

Departamento de Obras Públicas

Reunión de Alcance Público sobre el Impacto Ambiental del Proyecto Propuesto para el Parque de la Calle Sexta, Artes, Río y Mejoras de Conectividad (PARC)

3 de mayo de 2017

ENGINEERING
CITY OF LOS ANGELES

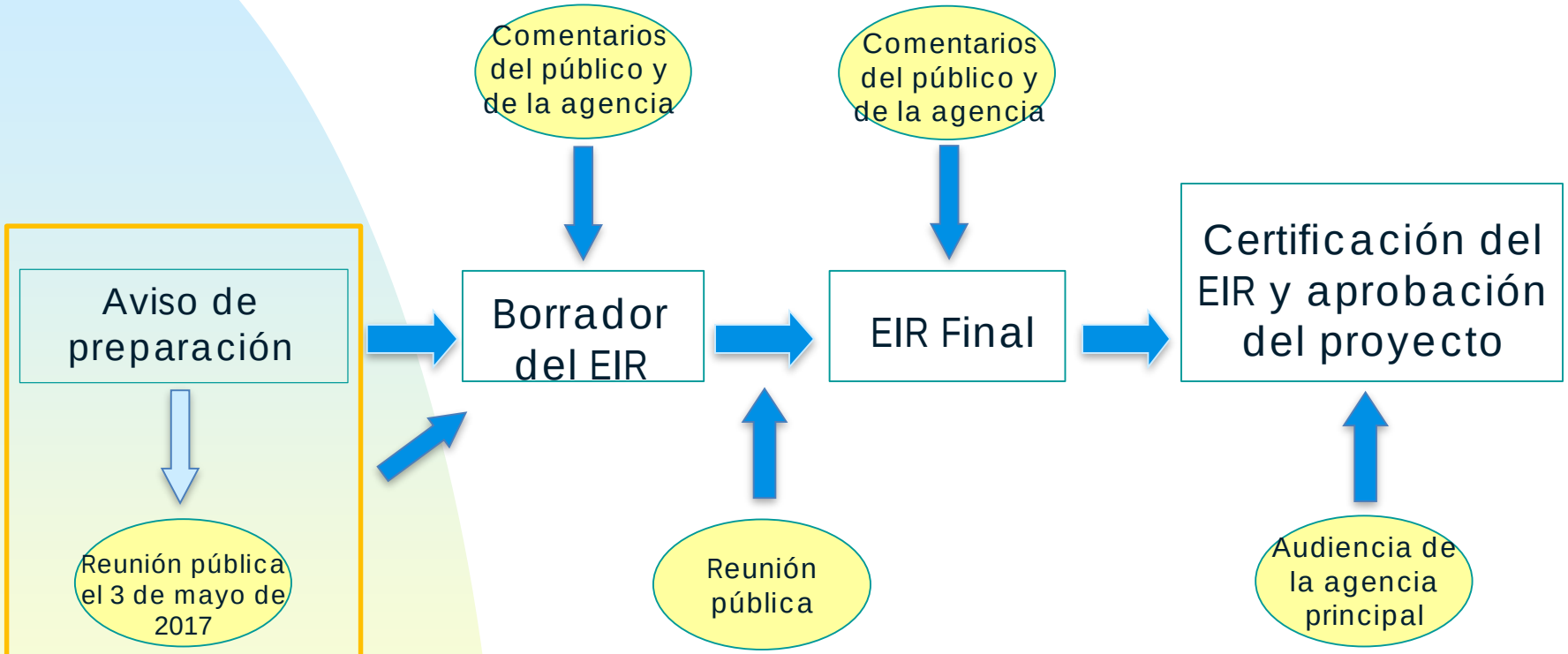
Agenda

- ***Presentaciones***
- ***Vista general del proceso de revisión ambiental CEQA***
- ***Descripción del proyecto propuesto***
- ***Revisión de los resultados iniciales del estudio/NOP***
- ***Comentarios públicos en la reunión de esta noche***

***Ofrecemos traducción simultánea al español**
***La transcripción de esta reunión estará disponible en el Internet**

****Por favor llene una tarjeta si desea hacer un comentario después de la presentación. Cada persona tiene un límite de dos minutos para hacer sus comentarios.***

Proceso de Revisión Ambiental CEQA



Período de alcance

Primavera 2017 **Invierno 2017** **Primavera 2018**

Ubicación del Proyecto Propuesto



Objetivos del Proyecto

- Utilizar el espacio al aire libre conforme a las necesidades recreativas de las comunidades vecinales;
- Conectar y mejorar los vecindarios;
- Incorporar el diseño sostenible conforme a los planes y objetivos de la Ciudad;
- Promover los medios activos de transporte y el transporte público;
- Promover el aprovechamiento de aguas pluviales; y
- Dar paso seguro al río para los peatones y ciclistas.

Elementos del Proyecto Propuesto



Jardinería ornamental/ plantas, sistemas de irrigación, y **espacio al aire libre**



Áreas de entretenimiento público / áreas de **arte** y reuniones



Edificio(s) de oficinas: concesiones comunitarias



Canchas y campos recreativos, que podrían incluir canchas de fútbol con césped sintético he iluminación de canchas deportivas, baloncesto, práctica de fútbol y zonas de ejercicios al aire libre **parque de patinetas**

Elementos del Proyecto Propuesto



Área de juegos infantiles con instalaciones para jugar y hacer ejercicio



Juegos acuáticos para niños, tales como, **splash pads**



Parque para perros y comodidades pertinentes



Instalaciones y comodidades típicos de parques: bancas, mesas, portabicicletas, alquiler de bicicletas, quioscos, bebederos de agua, postes de seguridad, iluminación y señalización, vallas, **baños**, y almacenamiento de equipo

Elementos del Proyecto Propuesto



Movilidad:
Vías peatonales, vías para bicicletas y conexiones, sendas internas del parque, caminos de servicio, iluminación del estacionamiento del parque y alrededor de la calle



Reconstrucción del **túnel** peatonal y vehicular en el lado oeste del río



Servicios públicos: conexión, reubicación y trabajos subterráneos de servicios públicos en algunas áreas pueden ser necesarios



Infraestructura: muros de contención; y mejoras en la infraestructura de desagües pluviales

Elementos del Proyecto Propuesto



Terrazas con jardineras de vegetación y la construcción de vías para bicicletas a lo largo de la **orilla del canal del río** adjunto a la Plaza de Artes propuesta, extendiéndose desde la calle Séptima con conexiones a las estructuras del Puente; también se pueden construir terrazas en las orillas opuestas del río, o al nivel de la calle dentro de los límites del proyecto



Mejoras de conectividad con pavimento de concreto pintado; estacionamiento en calles anexos; y activación de cruces peatonales en Santa Fe Avenue, Mission Road, Jesse Street, South Anderson Street, y South Clarence Street

Elementos del Proyecto Propuesto



El subsuelo del sitio cumplirá con los estándares del suelo residencial y/o normas que apoyan el uso del parque. **La remediación del suelo** durante la construcción puede ser necesaria



Las Actividades de demolición podrían incluir la demolición de la infraestructura urbana existente, como edificios, pavimento y carreteras

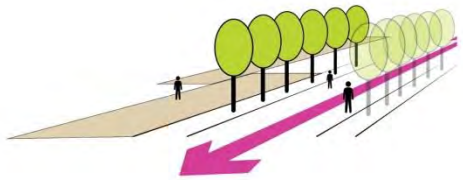


Adquisición de los derechos de vía y reubicación así como la servidumbre de construcción temporal. La mayoría de los requisitos de propiedad para el proyecto propuesto han sido aprobados para el Proyecto de Reemplazo del Viaducto

Diseño para el Proyecto Propuesto

ENFOQUES DE DISEÑO CONCEPTUAL
TRES CONCEPTOS

CONCEPTO 01
Paseo



- **Espacios lineales y rectos**
- **El diseño expresa la longitud del Viaducto**

CONCEPTO 02
Pabellón y Objetos



- **Curvas orgánicamente construidas**
- **Espacios formados orgánicamente reflejan la arquitectura del Viaducto**

CONCEPTO 03
Episódico



- **Espacios conectados y abiertos al aire libre**
- **Espacios abiertos para uso público**
- **Relacionado con las columnas y arquitectura del Viaducto**

Diseño para el Proyecto Propuesto

CONCEPTO 01
PASEO





Estacionamiento en la calle (90)

ARTS DISTRICT

PARQUE OESTE

ENTRADA PRINCIPAL AL RÍO

BOYLE HEIGHTS

PARQUE ESTE

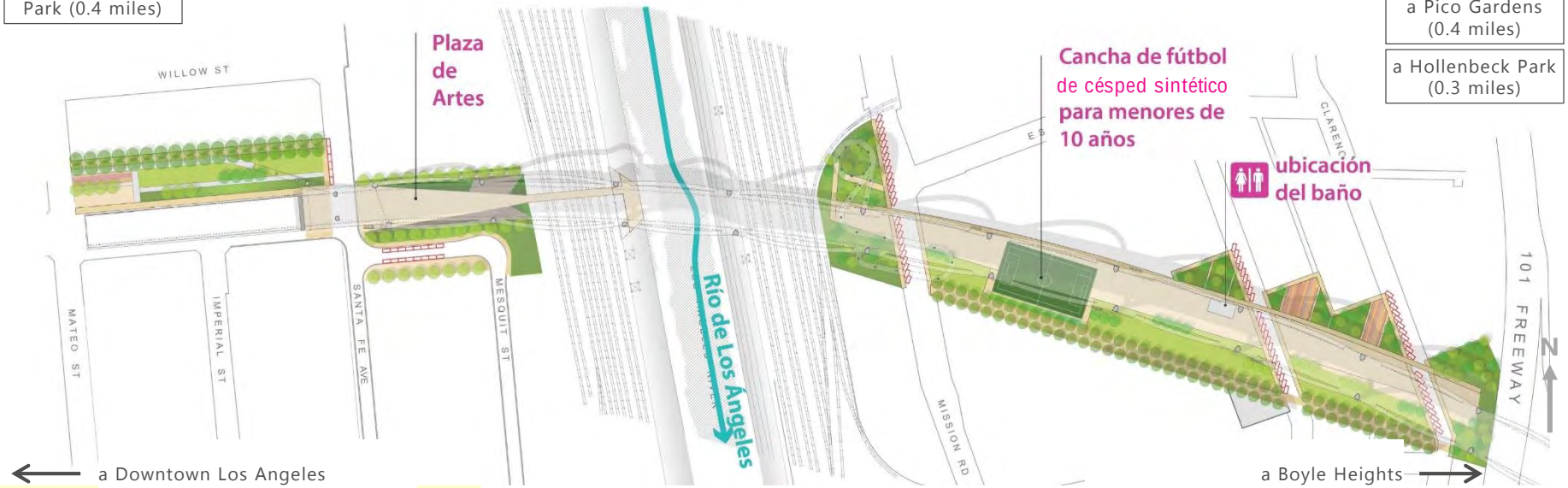
a SCI ARC (0.6 miles)

a Arts District Park (0.4 miles)

a PUENTE Learning Center (0.6 miles)

a Pico Gardens (0.4 miles)

a Hollenbeck Park (0.3 miles)



← a Downtown Los Angeles

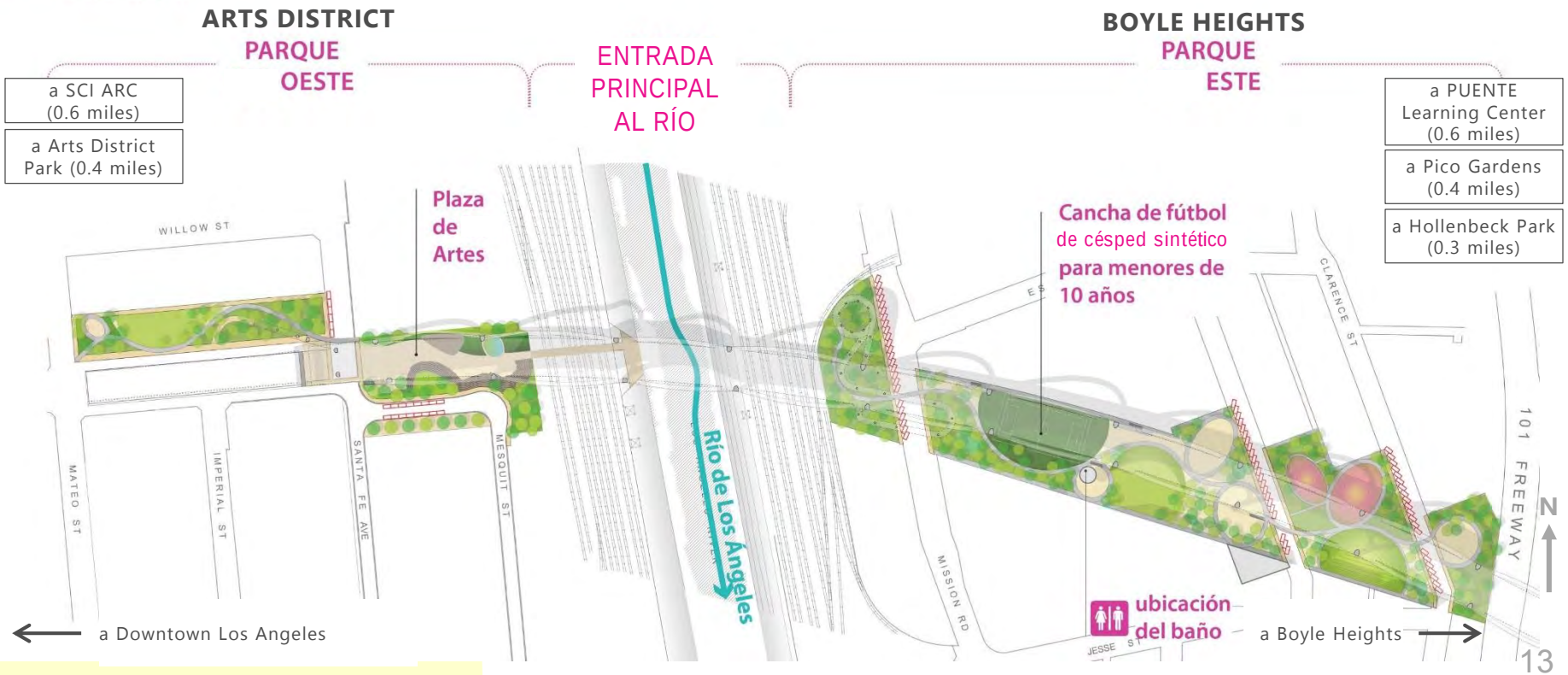
a Boyle Heights →

Diseño para el Proyecto Propuesto

CONCEPTO 02
PABELLÓN Y OBJETOS







Diseño para el Proyecto Propuesto

CONCEPTO 03
EPISÓDICO





Estacionamiento en la calle (90)

ARTS DISTRICT

PARQUE OESTE

ENTRADA PRINCIPAL AL RÍO

BOYLE HEIGHTS

PARQUE ESTE

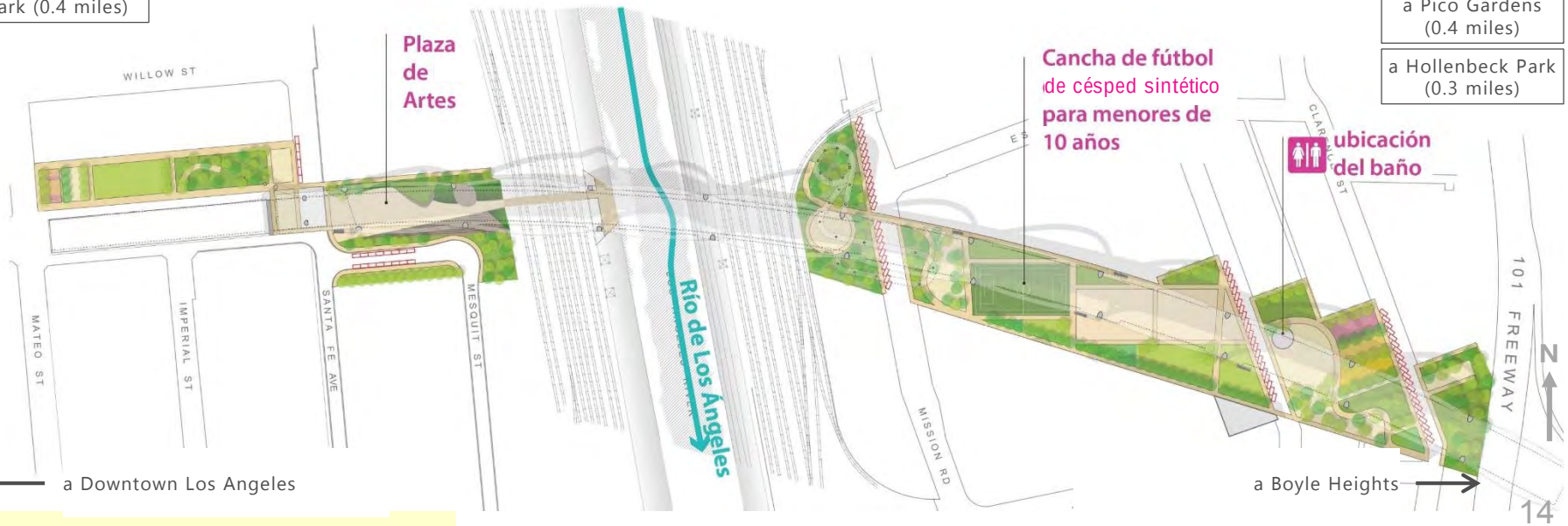
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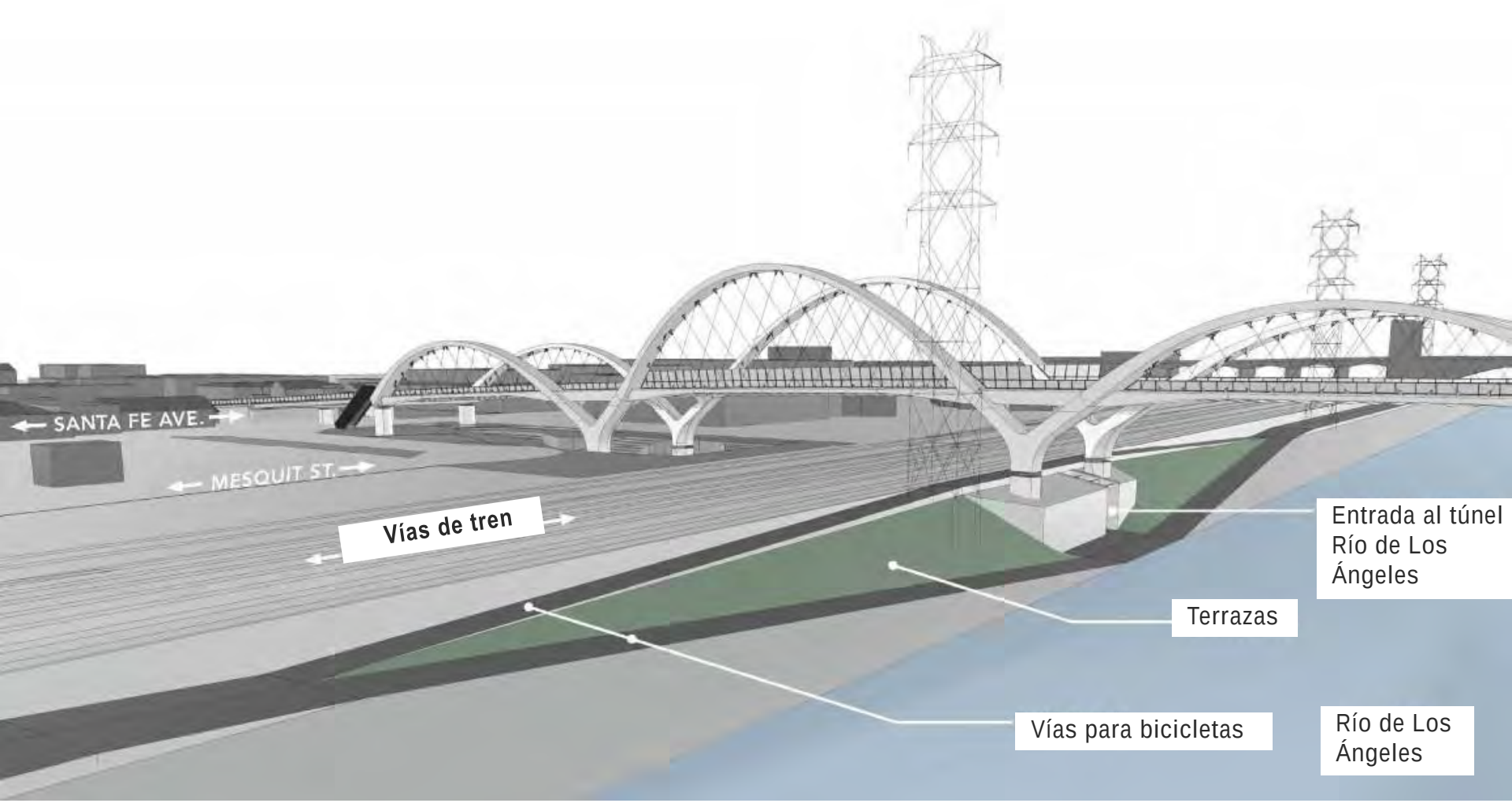


← a Downtown Los Angeles

a Boyle Heights →

Diseño para el Proyecto Propuesto

Concepto Propuesto para el Río



Calendario Tentativo para el Proyecto

Duración de la Construcción

Periodo total de construcción: Aproximadamente 18 meses

Término de construcción del parque en fases se anticipa entre 2020 al 2022

(Es posible que se abra partes del parque en fases)

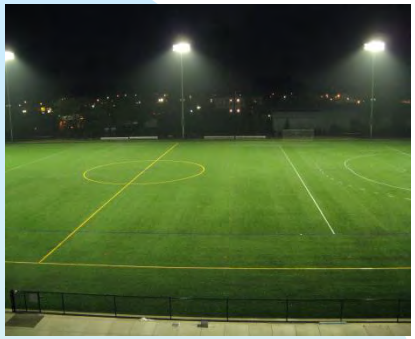
Proyecto relacionado – Proyecto de Reemplazo del Viaducto de la Calle Sexta (en construcción)
Calendario de construcción: 2016 – 2020

Posibles Problemas Ambientales

Como parte del Reporte del Impacto Ambiental (EIR), se estudiarán a mayor profundidad los siguientes temas:

- Estética
- Calidad del aire
- Recursos biológicos
- Recursos culturales
- Geología/suelo
- Gas (nitroso) que produce el efecto de invernadero
- Materiales peligrosos y tóxicos
- Hidrología y calidad del agua
- Planificación y uso de terrenos
- Ruido
- Población y vivienda
- Servicios públicos
- Recreación
- Transporte y tráfico
- Servicio y sistemas públicos

Posibles Problemas Ambientales



Estética:
La iluminación del proyecto para eventos o actividades recreativas podría aumentar la luz ambiental en la noche durante los horarios de operación. Las actividades de construcción también podrían requerir iluminación por la noche.



Calidad del aire:
Las emisiones atmosféricas de los equipos de construcción y el tráfico vehicular durante las operaciones pueden contribuir a las violaciones regionales existentes de la calidad del aire para los siguientes contaminantes: ozono, partículas (PM) 2,5, PM 10 y plomo. El Proyecto podría afectar receptores sensibles (residentes, niños, personas de la tercera edad) la zona del Proyecto que se encuentra cerca de las líneas de ferrocarril y autopistas principales. El EIR estudiará si el Proyecto expondrá estos receptores a concentraciones sustanciales de contaminación del aire.



Recursos biológicos:
Los murciélagos y las aves que anidan podrían ser perturbados por la luz y el ruido del Proyecto.

Posibles Problemas Ambientales



Recursos culturales, históricos y paleontológicos:
El EIR revisará posibles recursos históricos, culturales y paleontológicos (fósiles) que puedan estar presentes en el área del Proyecto.



Materiales peligrosos y tóxicos:
La construcción del proyecto puede requerir que se remueva la tierra contaminada. También se puede requerir tratamiento adicional del suelo. Se darán a conocer los estudios previos del suelo en el EIR.



Población y vivienda:
El Proyecto no construirá nuevas viviendas ni negocios, pero podría estimular el crecimiento económico adicional en la zona, lo que podría crear un nuevo crecimiento en la comunidad local y en la región. Este asunto se evaluará más a fondo en el EIR.

Posibles Problemas Ambientales



Tráfico:
Las instalaciones recreativas se agregarían a una zona mayoritariamente industrial, por lo que la seguridad de los peatones será importante. El Proyecto también puede causar que haya más tráfico vehicular en la zona. Se fomentará el transporte público, caminar y andar en bicicleta.



Ruido:
Las actividades del proyecto (tráfico, eventos, espectáculos y fútbol) podrían producir ruido adicional. El ruido de la construcción puede exceder las normas de ruido. Los niveles de ruido de la construcción y las operaciones serán estudiados en el EIR.



Calidad del agua e hidrología:
La construcción de terrazas y carriles para bicicletas junto al río podría causar cambios en los patrones de drenaje he impedir o reorientar los flujos de inundación del río. Además, la construcción, operación y mantenimiento del proyecto podría requerir grandes cantidades de agua. Los impactos a la calidad del agua, la hidrología y los suministros del agua subterránea serán estudiados en el EIR.

Nos gustarían sus comentarios

➢**Comentarios verbales en la reunión de esta noche**

➢**Comentarios por escrito en tarjeta – escriba sus comentarios en una tarjeta y entréguela esta noche**

➢**Correo electrónico – envíe sus comentarios a:**

Jan.Green.Rebstock@lacity.org, asunto: Proyecto de la Calle Sexta PARC; incluya su información de contacto con dirección de correo

➢**Entregue su comentario escrito en una tarjeta o envíe una carta por correo**

EL ÚLTIMO DÍA PARA PRESENTAR SUS COMENTARIOS ES EL 22 de mayo de 2017

Por favor, siga participando

➢Escriba su dirección en la hoja de asistencia de la reunion
y en cualquier comentario que haya entregado

➢EL ÚLTIMO DÍA PARA HACER SUS COMENTARIOS
ES EL 22 de mayo de 2017

➢Los documentos del impacto ambiental se publicarán
para su revisión en:
http://eng.lacity.org/techdocs/emg/sixthstreet_parks_arts.htm

➢Las próximas reuniones de diseño/resultados
se anunciarán en:
http://www.sixthstreetviaduct.org/parc

*Por favor, ¡llene la encuesta de diseño!
Todavía se aceptan sus respuestas.

September 2017 Community Meetings

CITY OF LOS ANGELES SIXTH STREET VIADUCT

ENGINEERING
CITY OF LOS ANGELES

Councilmember
JOSE HUIZAR

SIXTH STREET PARC COMMUNITY MEETINGS

Tuesday, September 19 | 6-8pm
Aliso Pico Recreation Center
370 South Clarence Street, LA, CA 90033

Wednesday, September 20 | 6-8pm
Sci-Arc Keck Auditorium
960 East 3rd Street, LA, CA 90013
Parking available: 350 Merrick Street

PARKING IS LIMITED, USE METRO. TRADUCCIÓN EN ESPAÑOL DISPONIBLE.

YOUR VOICE COUNTS!

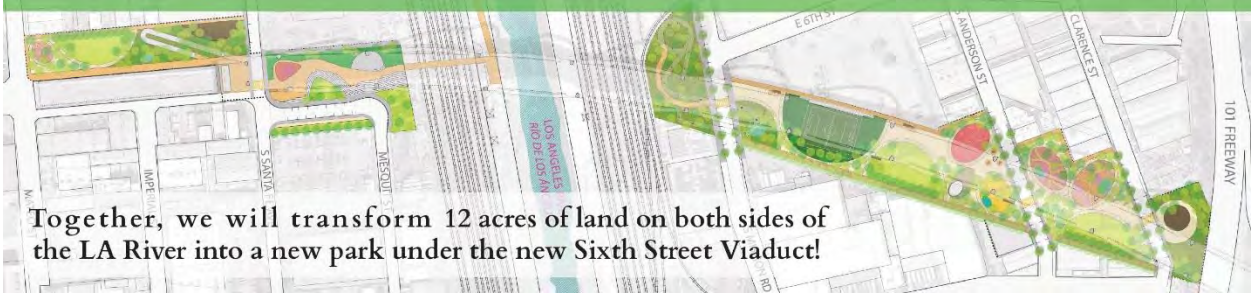
We want to hear from you on three park design options! Give us your input on play spaces, gardens, art parks, mobility and much more!



Media inquiries:

Mary Nemick
Director of Communication, Bureau of Engineering
mary.nemick@lacity.org

For more information, visit: www.sixthstreetviaduct.org/feedback



Together, we will transform 12 acres of land on both sides of the LA River into a new park under the new Sixth Street Viaduct!

CITY OF LOS ANGELES SIXTH STREET VIADUCT

ENGINEERING
CITY OF LOS ANGELES

Councilmember
JOSE HUIZAR

REUNIONES COMMUNITARIAS DEL PARQUE DE LA CALLE SEIS

Martes, 19 de Septiembre 6-8pm
Aliso Pico Recreation Center
370 South Clarence Street, LA, CA 90033

Miércoles, 20 de Septiembre 6-8pm
Sci-Arc Keck Auditorium
960 East 3rd Street, LA, CA 90013
Estacionamiento disponible: 350 Merrick Street

ESTACIONAMIENTO ES LIMITADO, FAVOR DE USAR EL METRO. TRADUCCIÓN EN ESPAÑOL DISPONIBLE.

¡SU VOZ CUENTA!

¡Queremos escuchar de usted sobre las tres opciones del diseño para el parque! Denos su opinión sobre la areas recreativas, jardines, áreas designadas para las artes, movilidad y mucho más!



Preguntas de los Medios:

Mary Nemick
Directora de Comunicacion, Oficina de Ingenieria
mary.nemick@lacity.org

Para más información, visite: www.sixthstreetviaduct.org/feedback



Juntos, transformaremos 12 acres localizados en ambos lados del Río de Los Ángeles en un nuevo parque bajo el nuevo Viaducto de la Calle Seis!

Community Meetings – Sept 19 & 20, 2017

Sixth Street PARK, ARTS and RIVER CONNECTIVITY Improvements (PARC)



MAYOR ERIC GARCETTI
JOSÉ HUIZAR, COUNCILMEMBER 14TH DISTRICT
CITY OF LOS ANGELES – BUREAU OF ENGINEERING
CITY OF LOS ANGELES – DEPARTMENT OF RECREATION AND PARKS

TETRA TECH
HARGREAVES ASSOCIATES
MICHAEL MALTZAN ARCHITECTURE

AGENDA

WELCOME
Gary Lee Moore, City Engineer

INTRODUCTIONS & REMARKS
Councilmember Jose Huizar (CD14)

PUBLIC ENGAGEMENT PROCESS OVERVIEW
Mary Margaret Hargreaves, Hargreaves Associates

CONCEPT DESIGN
east park
west park
arts plaza & river gateway

INTRODUCTION OF PUBLIC ARTIST
Glenn Kaino

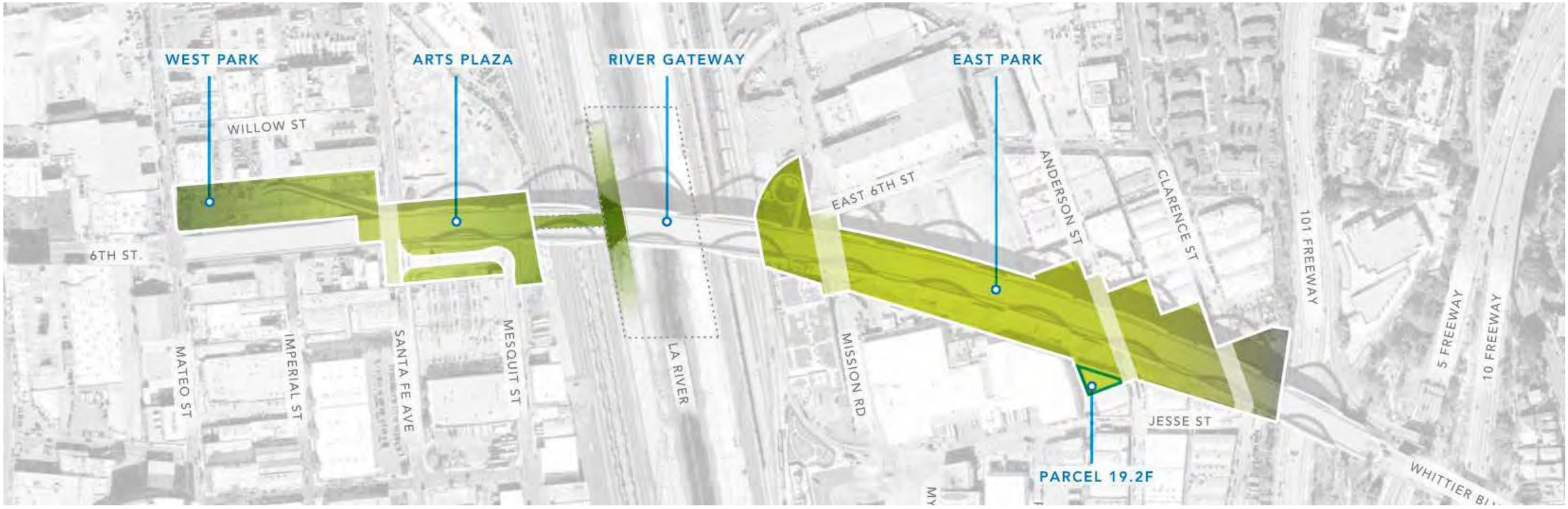
QUESTIONS & ANSWERS
NEXT STEPS

WELCOME and INTRODUCTIONS

WELCOME

WHY ARE WE HERE TONIGHT?

- **Envision a new public park together**
- **Summarize input to date**
- **Narrow down a preferred alternative**
- **Gather your input and ideas**
- **Meet Glenn Kaino, Sixth Street PARC's public artist**



PRCOESS TO DATE

WHERE DID WE COME FROM?

- **Community Meetings # 1 & 2 – February 7 & 8 – listening**
- **Community Meetings # 3 & 4 – March 28 & 30 – three conceptual approaches**



February 7, 2017
PUENTE Learning Center

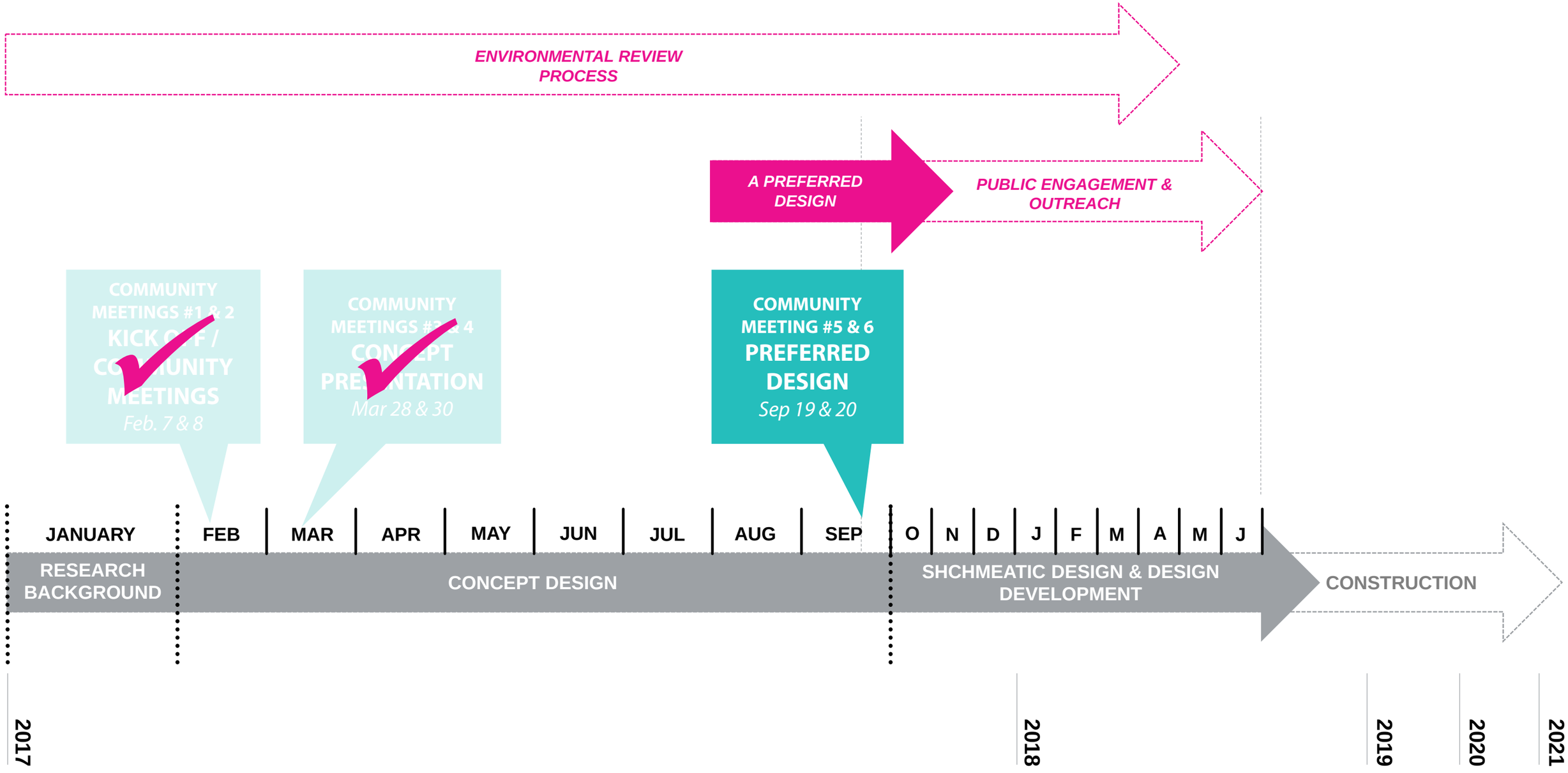


February 8, 2017
Sci-Arc, Keck Auditorium

WHERE ARE WE GOING?

- **We will use your feedback from today to develop one preferred conceptual direction**

PUBLIC PROCESS SCHEDULE



PUBLIC ENGAGEMENT PROCESS

RECAP OF COMMUNITY MEETINGS

RECAP: COMMUNITY MEETINGS #1 & 2

- Feb 7, 2017 – Puente Learning Center, Feb 8, 2017 – Sci-Arc
- Over 250 Participants













IMAGE CREDIT: JON FU

RECAP: COMMUNITY MEETINGS #1 & 2

February 7, 2017
PUENTE Learning Center

65 Surveys Collected

February 8, 2017
Sci-Arc, Keck Auditorium

59 Surveys Collected

ONLINE &
OUTREACH

884 Surveys Collected

OVER 1000 SURVEY RESPONSES

SIXTH STREET PARK, ARTS, RIVER & CONNECTIVITY IMPROVEMENT (PARC) COMMUNITY SURVEY #1

The Sixth Street PARC, being built by the City of Los Angeles Bureau of Engineering, will be a 12-acre park underneath the new Sixth Street Viaduct. Construction of the new viaduct will be completed at the end of 2020 and the first phase of the new park will open around the same time.

We are reaching out to members of the community to find out what you would like to see and do in the new park. Please fill out the following survey and share your ideas!

Q1: What activities and uses would you like to see in the Park?
Choose ***3 preferred activities*** in each of the 8 categories. *The park cannot fit everything on the list, but your responses will help identify broad community preferences.*

HEALTH & WELLNESS

more active
- O Walking
- O Running/Jogging
- O Stair Running
- O Cycling
- O Roller Skating/blading
- O Exercise Circuit
- O Working out
- O *Other:*_____

more passive
- O Sitting
- O Relaxing
- O Finding Peace
- O Cloud Watching
- O Sunning
- O Tai Chi / Yoga
- O *Other:*_____

SPORTS / GAMES / PLAY

more active
- O Soccer
- O Baseball Practice
- O Basketball
- O Volleyball
- O Racquetball
- O Kids Play (Standard)
- O Kids Play (Custom)
- O Kids Play (Water)
- O Dogs Play
- O *Other:*_____

more passive
- O Pick-Up Ball Games
- O Chess/Checkers
- O Bocce/Horseshoes
- O Sports Spectating Areas
- O *Other:*_____

ADVENTURE

more active
- O Skateboarding
- O Ziplining
- O Rock Climbing
- O Kayaking
- O Tree Top Walk
- O *Other:*_____
- O *Other:*_____
- O *Other:*_____

SOCIAL / GATHERING / EATING
- O Picnics / Grilling
- O Take-out (food carts/vending)
- O Take-out (food trucks)
- O Take-out (kiosk) - local cafes
- O Eat-in (cafe) - local
- O Local Farmers Markets
- O Community Kitchen
- O Seniors Classes
- O Family Gatherings
- O Weddings
- O Birthdays
- O Quinceanera
- O Civic Celebrations
- O Volunteering
- O Child Care
- O *Other:*_____
- O *Other:*_____

NATURE & BEAUTY

more active
- O Birdwatching
- O Gardening
- O *Other:*_____

more passive
- O Sunset Viewing
- O Enjoying Nature
- O Enjoying Fountains
- O Air Freshening
- O Water Conserving Gardens
- O Bioswales
- O Soil Conserving/Composting
- O Habitat
- O *Other:*_____

ARTS / CULTURE / ENTERTAINMENT

more active
- O Performing
- O Dancing
- O *Other:*_____

more passive
- O Music
- O Movies
- O Craft & Art Markets
- O Events (small, med, large)
- O Enjoying Art
- O Feature Lighting
- O Art Walks
- O *Other:*_____

EDUCATION
- O History (community)
- O History (artifacts)
- O Culture (community)
- O Nature
- O River Ecology
- O Guided Tours
- O Classes
- O Clinics
- O Job Training
- O *Other:*_____
- O *Other:*_____

SUPPORT & MOBILITY
- O Vehicle Parking
- O Bicycle Parking
- O Vehicle Drop-off/Pick-up
- O Restrooms
- O Park Information
- O Park Rentals (Bike, Kayak, etc)
- O Staff/ Security
- O Metro Bike Share
- O *Other:*_____
- O *Other:*_____

Q2: What are some other similar existing Parks that you like?

_____

Q3: How could the proposed Park reflect the identity of the neighborhoods surrounding it?

_____

Q4: What word or phrase best describes the type of park that you would like to visit?

_____

Q5: When are you most likely to visit this park? (circle one)
Weekdays: AM noon PM Weekends: AM noon PM

Q6: How will you travel to this park most often? (circle one)
Personal Vehicle Motorcycle/Scooter Public Transit Bike Skateboard Walk Run Other:_____

Q7: Who would you like to bring with you to enjoy the park? (circle one)
Children Parents Teams Special Needs Visitors Dogs Grandparents Other:_____

TELL US ABOUT YOURSELF

Your age (circle one): Under 18 18-25 26-35 36-45 46-55 56 - 65 65+
Zip-code where you live: _____(optional)

GENERAL COMMENTS

_____
_____
_____
_____
_____
_____
_____
_____
_____

HOW TO STAY INFORMED / STAY INVOLVED

There are three ways to stay involved as we develop the new park:

1. Check out our website and social media for more information **http://www.sixthstreetviaduct.org/**
2. Attend community meetings. Sign up here for project updates and invitations to meetings and events
3. Would you like to be a part of a focus group looking at a specific element of the park? If so, give us your name and contact information and we will let you know when the meetings will occur

Name: _____
Contact Info (e-mail or phone number): _____

The results of this survey will be presented at the next public meeting
Thank you - Let's create a great park together!

RECAP: COMMUNITY MEETINGS #1 & 2 & SURVEY RESPONSES

SUMMARY OF PRIORITIES

HEALTH & WELLNESS



NATURE / BEAUTY



SPORTS / GAMES / PLAY



ARTS / CULTURE / RECREATION



ADVENTURE



EDUCATION



SOCIAL / GATHERING / EATING



SUPPORT & MOBILITY



RECAP: COMMUNITY MEETINGS #1 & 2 & SURVEY RESPONSES

SUMMARY OF PRIORITIES



RECAP: COMMUNITY MEETINGS #3 & 4

- Mar 28, 2017 – Sci-Arc, Mar 30, 2017– Puente Learning Center
- Over 110 Participants











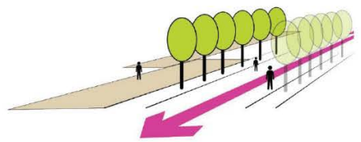


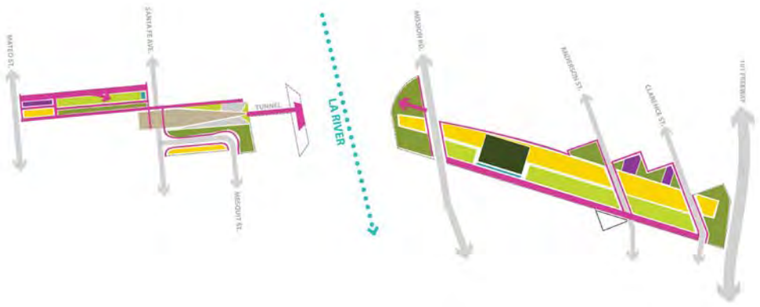
PUBLIC ENGAGEMENT PROCESS

RECAP: COMMUNITY MEETINGS #3 & 4

OVER 100 SURVEY RESPONSES

concept 01 PROMENADE





MOST LIKE

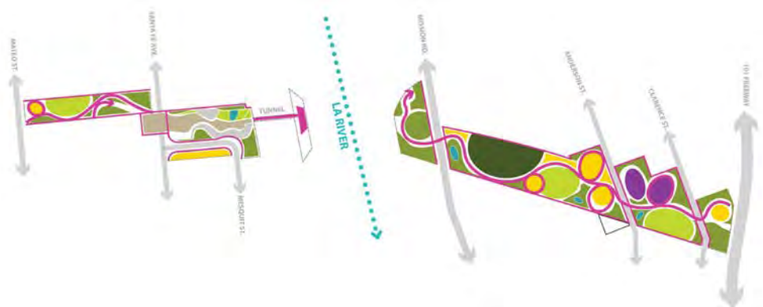
+ Linear Form and Linear edge
+ Seems the most safe
+ Simplicity

LEAST LIKE

- Less innovating and exciting
- Not very interesting
- Too linear
- Looks boring
- Does not have enough trees
- Too simple

concept 02 CANOPY & OBJECTS





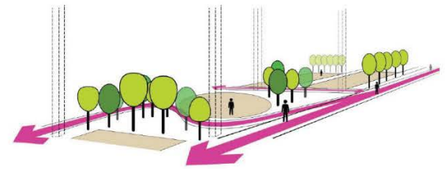
MOST LIKE

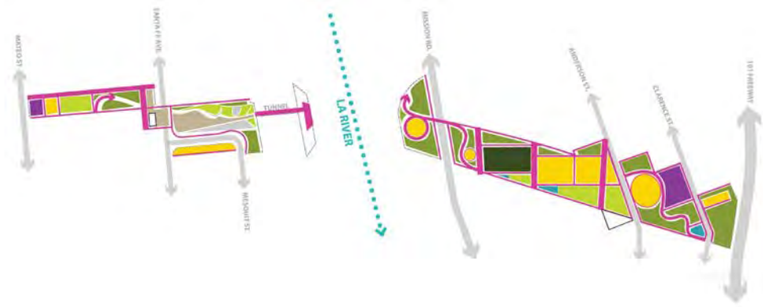
+ Large amounts of green space
+ Overall experience of the ovals
+ Multiple flat lawns
+ Form and function
+ Soccer field design
+ Mix of active & passive spaces
+ Programming areas fit within the spaces well

LEAST LIKE

- Too curvy
- Too much natural space, less program
- Programming areas seem small

concept 03 EPISODIC





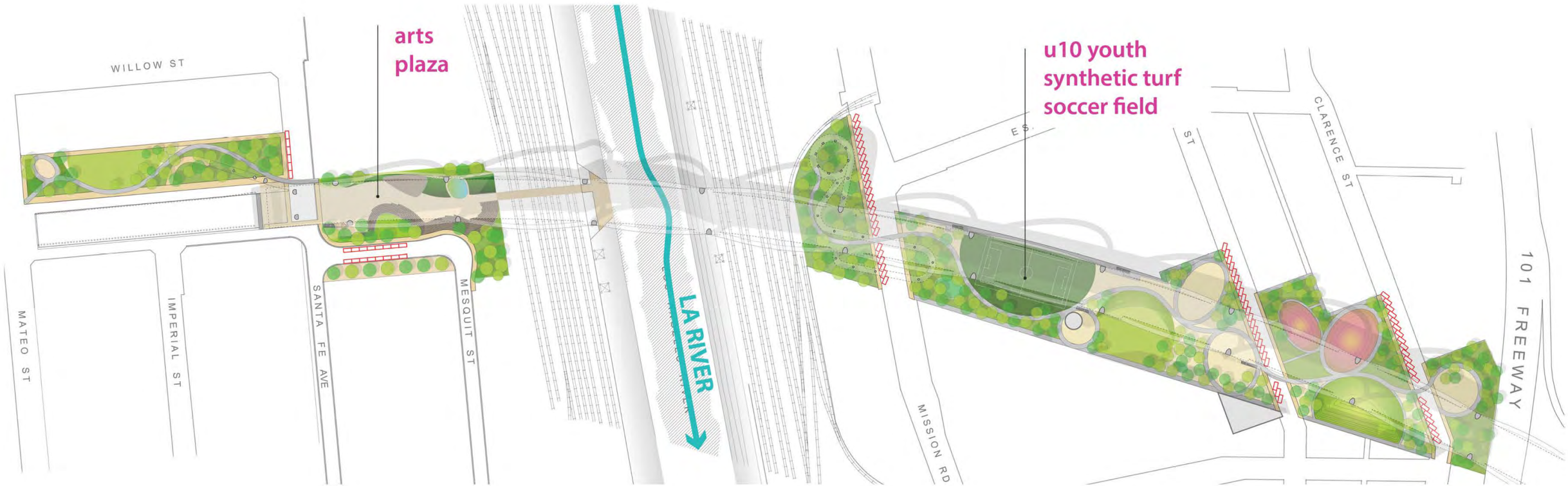
MOST LIKE

+ Balance of both linear & curvy (1 +2)
+ Design is fun and exciting
+ More programming opportunity / things to do

LEAST LIKE

- Too much programming, need more greenspace
- Too segmented and divided
- Too much going on, Feels crowded
- Not as interesting as the ovals alone
- Soccer placement divides the park
- Not enough open space

PREFERRED CONCEPT – CANOPY & OBJECTS



CONCEPTUAL DESIGN

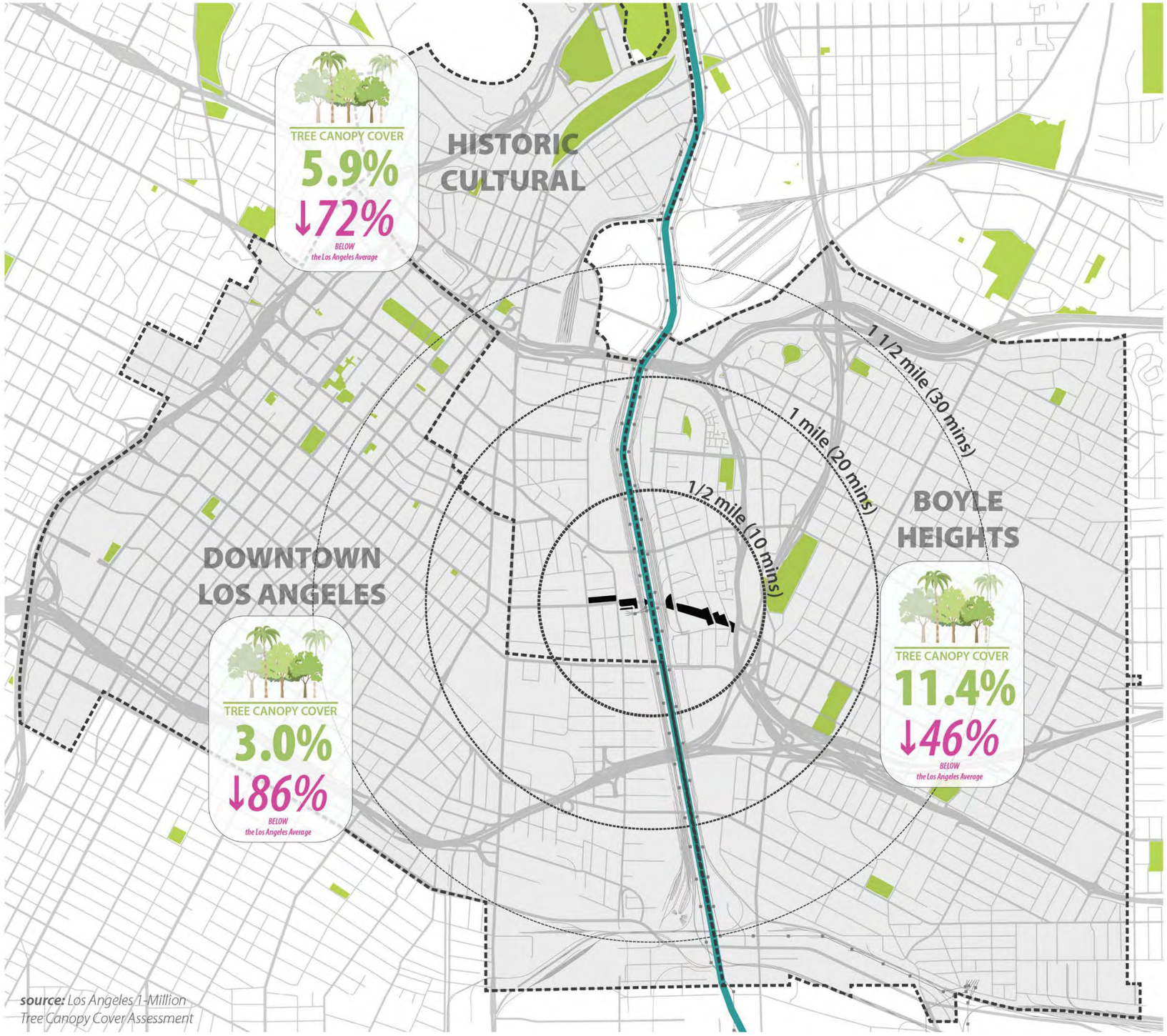
CONCEPTUAL DESIGN

LANDSCAPE APPROACH

CITY OF LOS ANGELES

TREE CANOPY COVER

21%



source: *Los Angeles 1-Million Tree Canopy Cover Assessment*

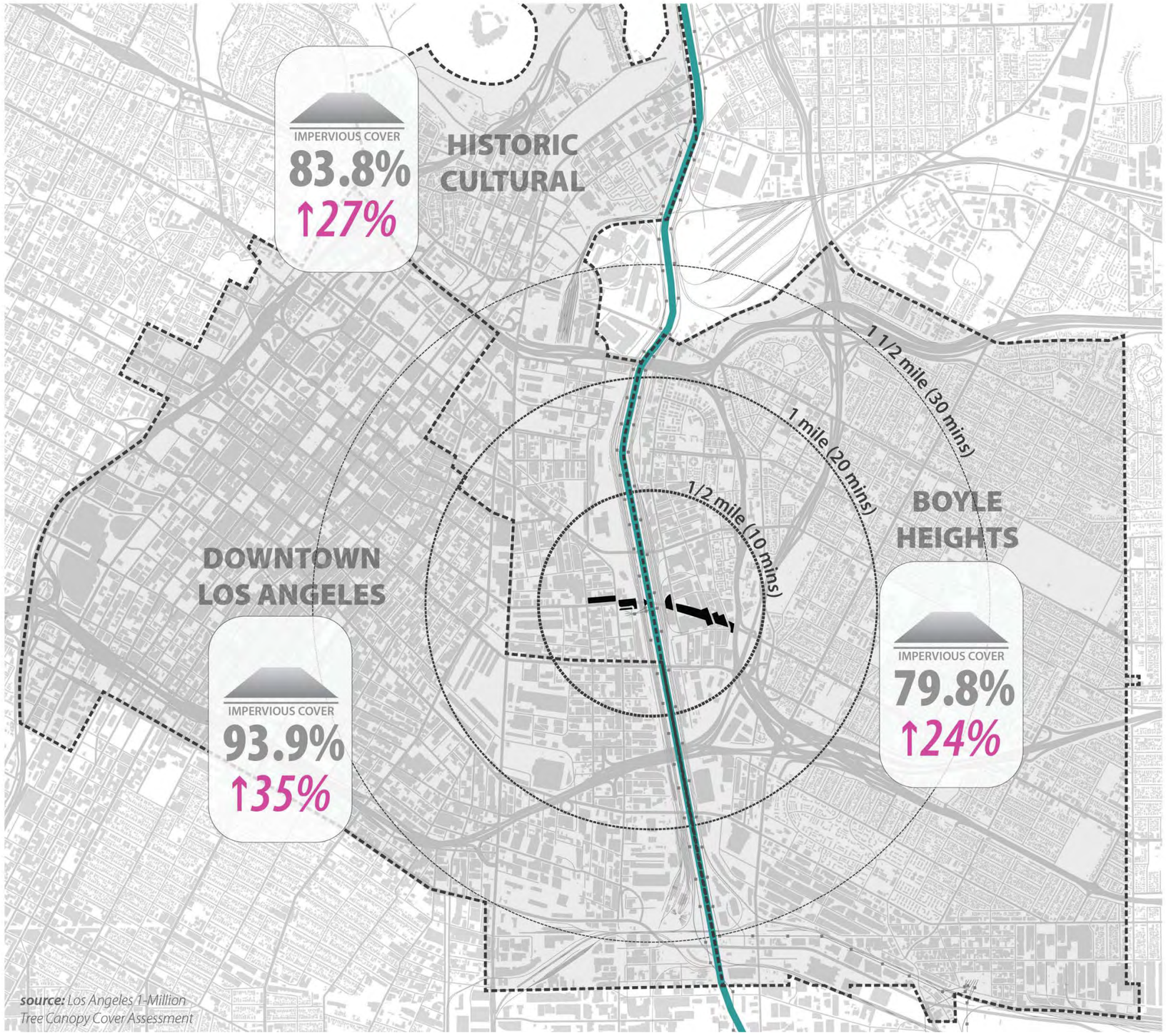
CONCEPTUAL DESIGN

LANDSCAPE APPROACH

CITY OF LOS ANGELES

IMPERVIOUS COVER

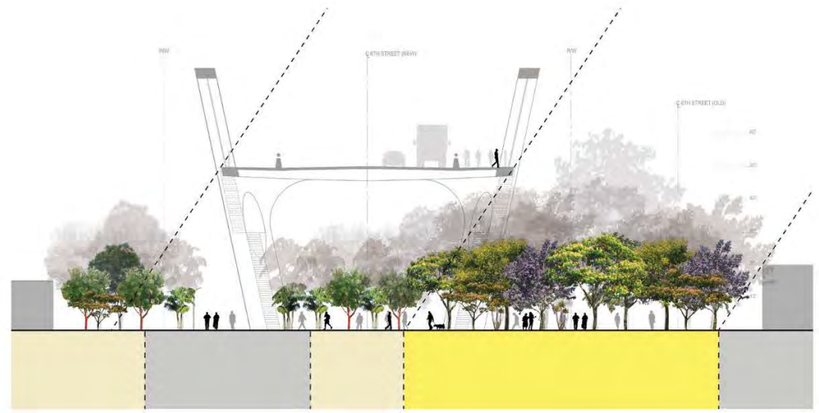
61%



source: *Los Angeles 1-Million Tree Canopy Cover Assessment*

CONCEPTUAL DESIGN

LANDSCAPE APPROACH



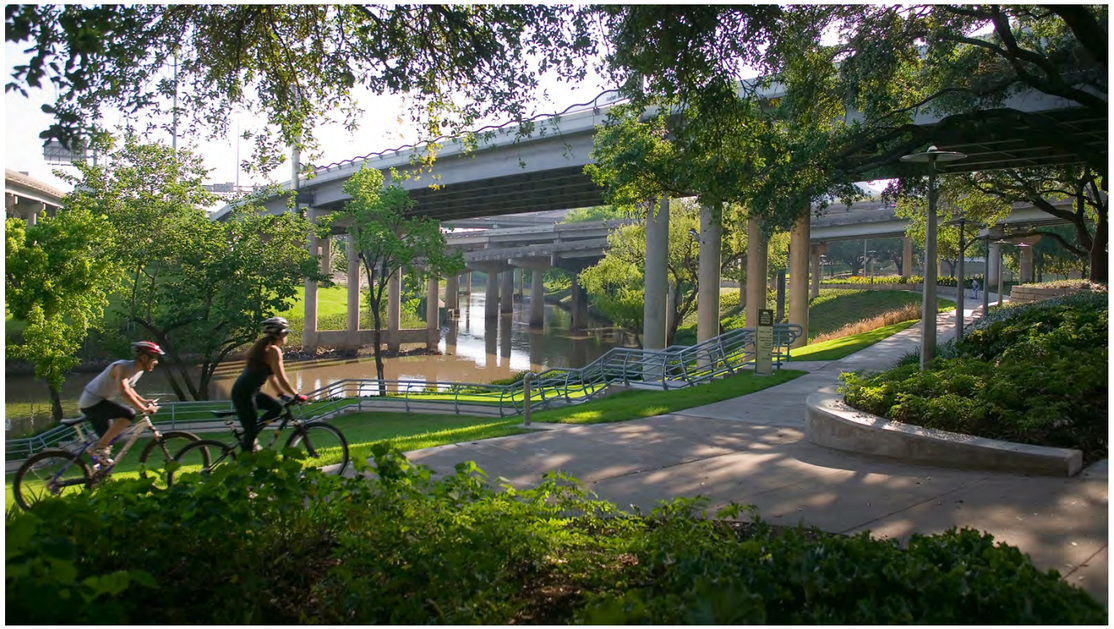
THE LANDSCAPE TYPES AND TREE CANOPY HAVE A DIRECT RELATIONSHIP TO THE SUN/ SHADE ON THE GROUND

Combining Winter, Spring/Fall, and Summer Shadows, the resulting diagram shows where the location are that will get the least shade to the most shade.

LEAST SHADE → MOST SHADE

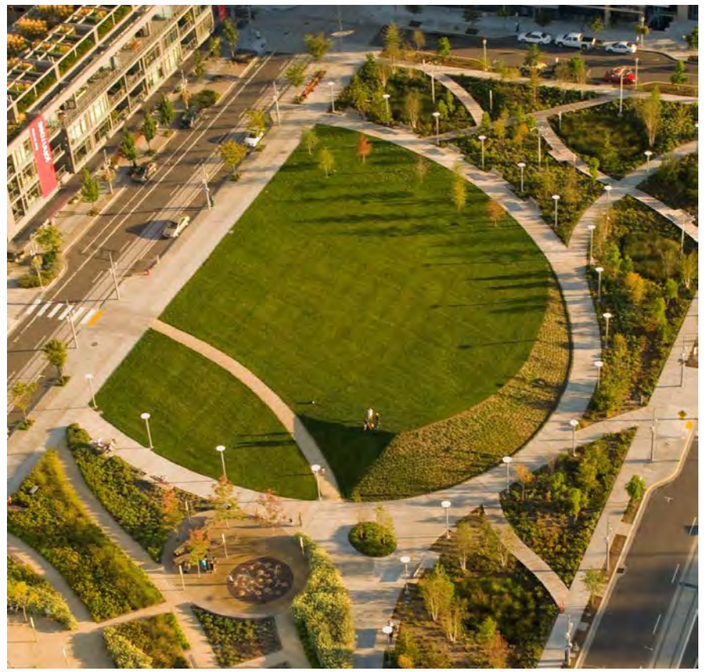
CONCEPTUAL DESIGN

OVERALL LOOK & FEEL











CONCEPTUAL DESIGN APPROACHES

OVERALL LOOK & FEEL





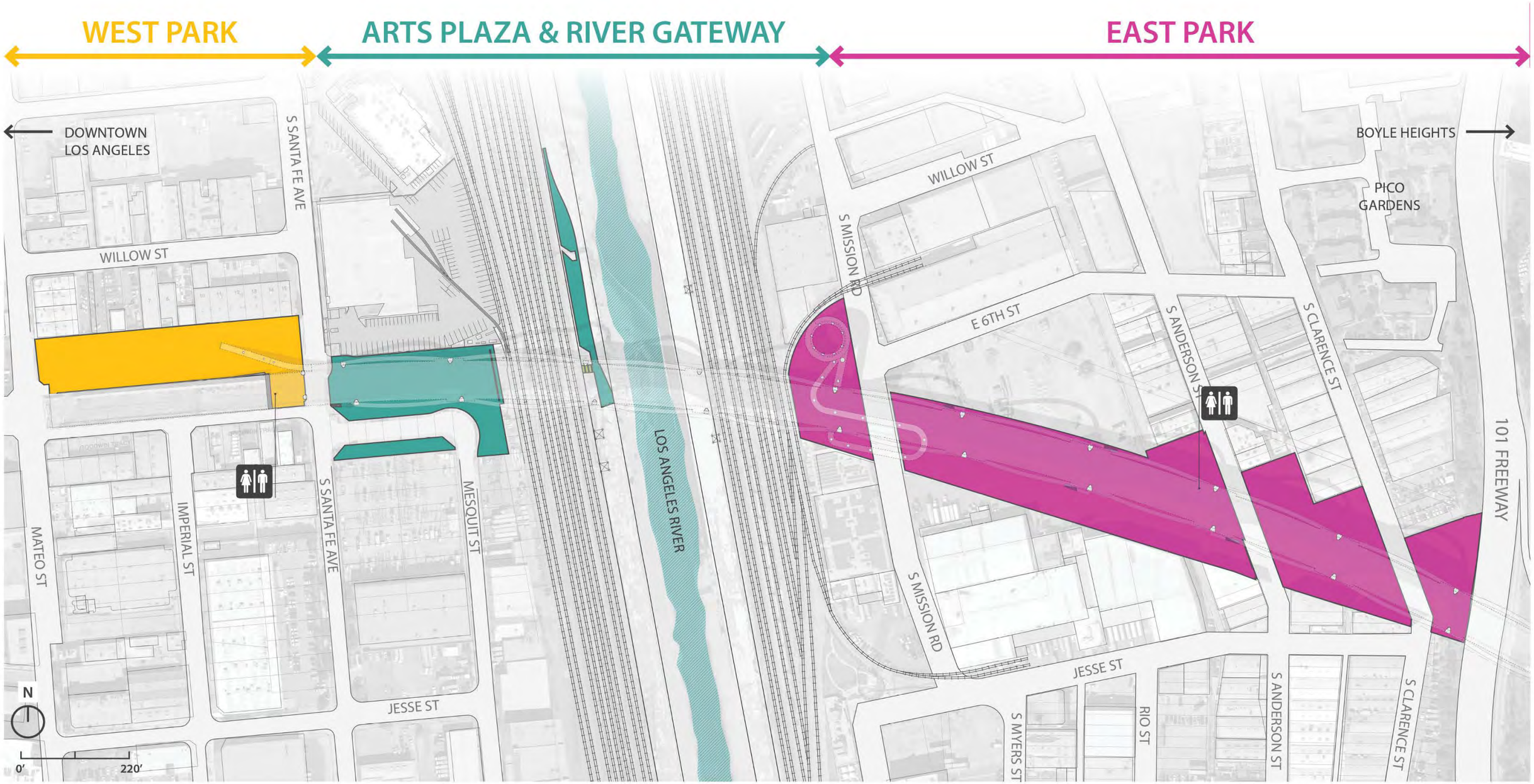






CONCEPTUAL DESIGN

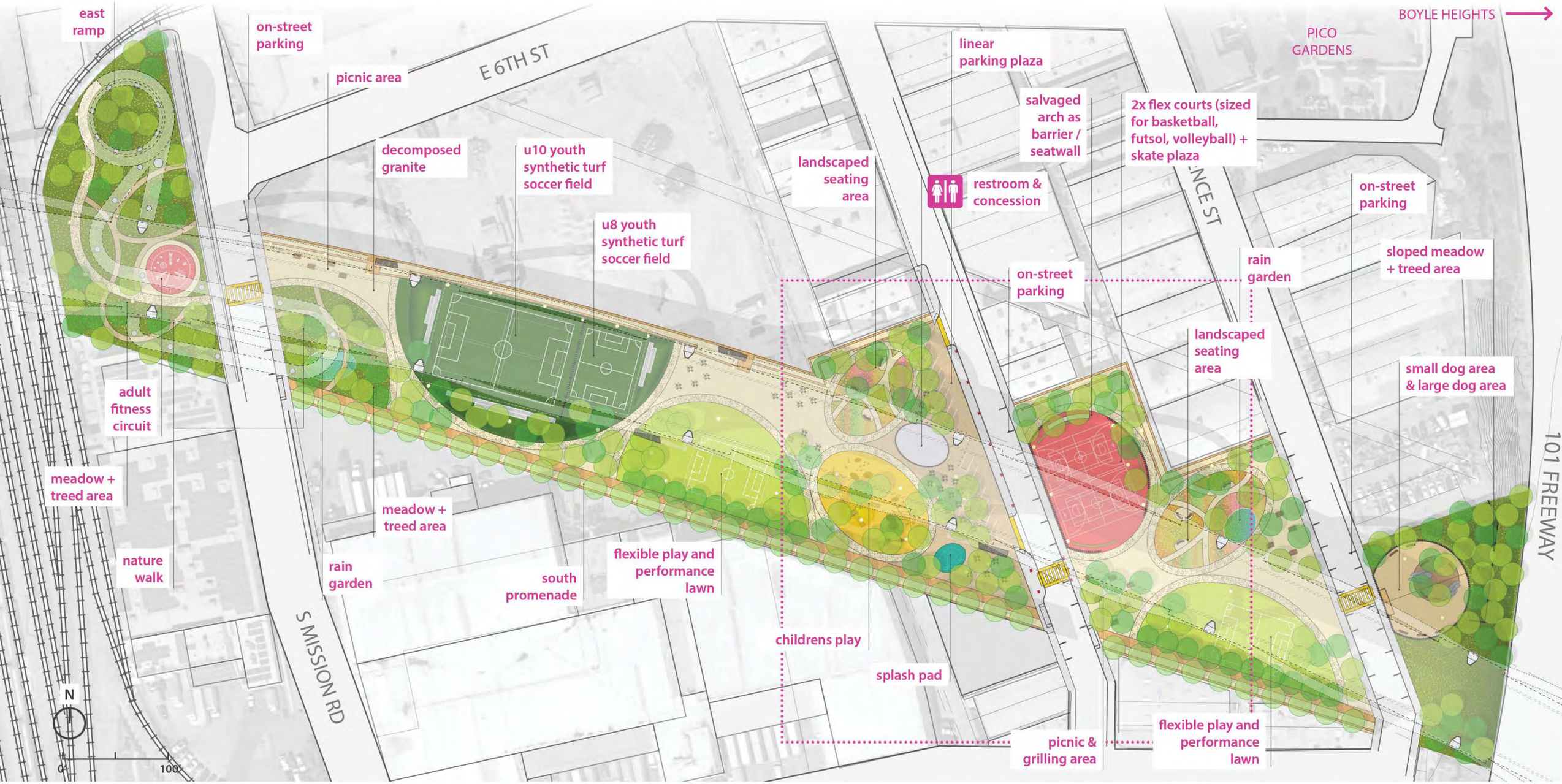
OVERALL CONCEPT



EAST PARK

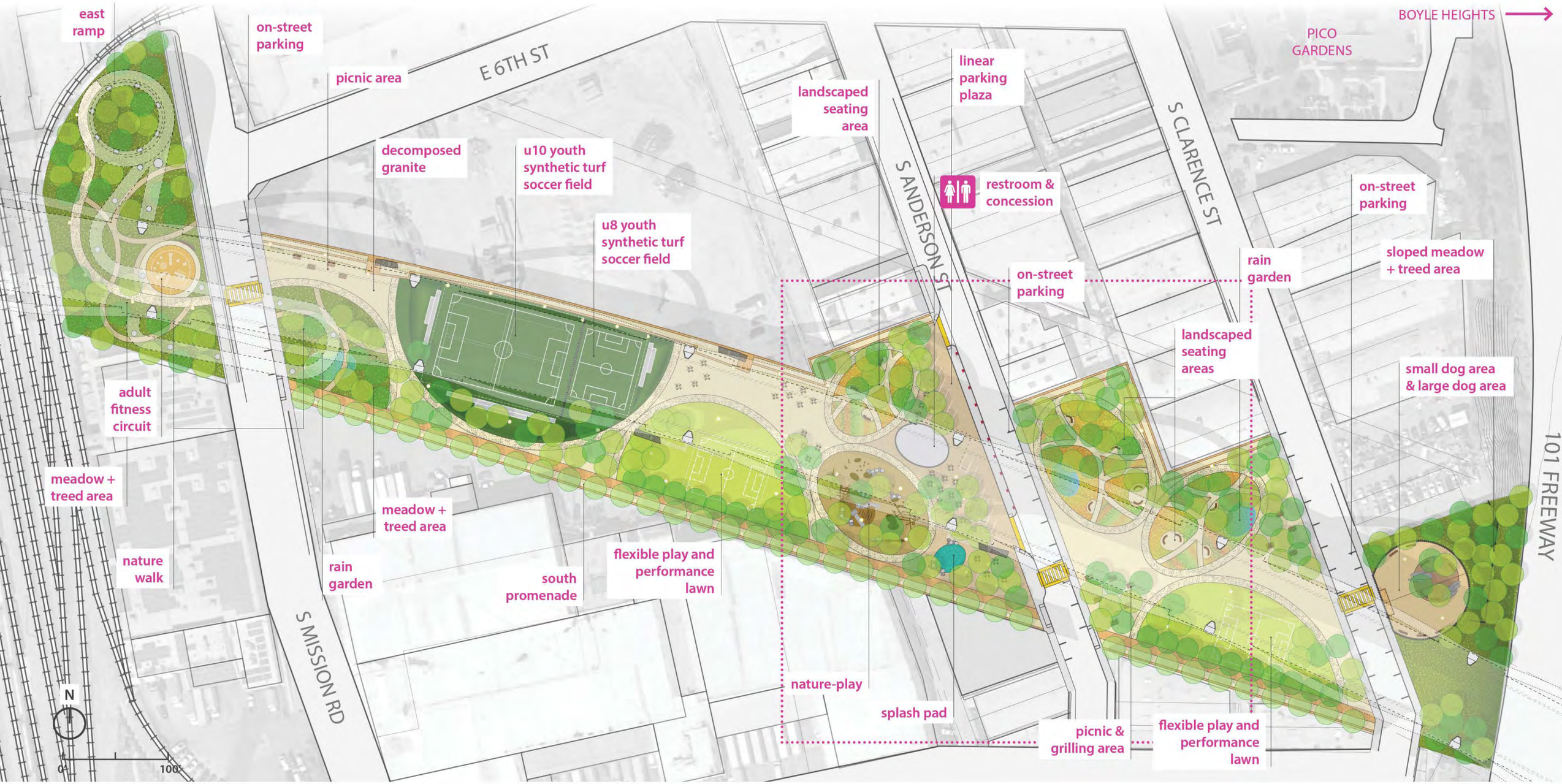
EAST PARK

OPTION 01: SPORTS FOCUSED



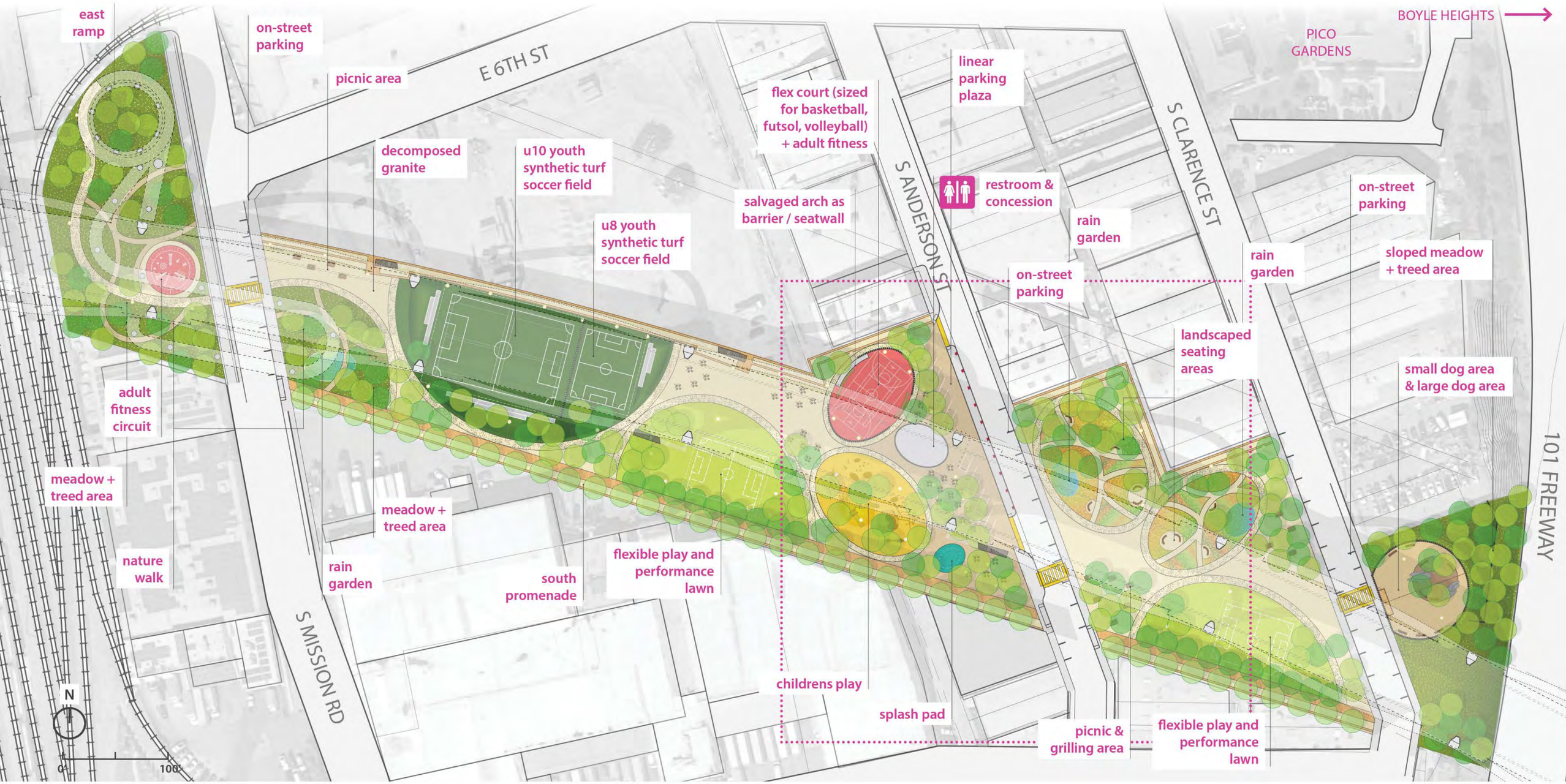
EAST PARK

OPTION 02: NATURE FOCUSED



EAST PARK

OPTION 03: BALANCED



EAST PARK

GENERAL CIRCULATION



EAST PARK

VIEW FROM RAMP



EAST PARK

VIEW OF SPORTS FIELDS



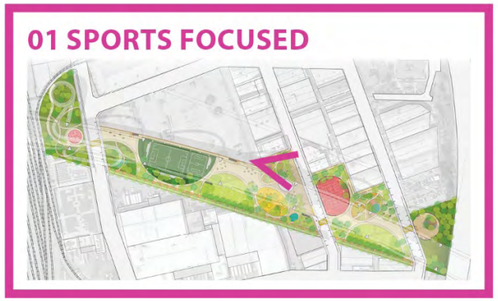
EAST PARK

VIEW OF PLAZA & WATERPLAY



EAST PARK

01 SPORTS FOCUSED
VIEW TOWARDS BOYLE HEIGHTS







boyle heights

s. clarence st.

s. anderson st.

EAST PARK

02 NATURE FOCUSED - VIEW TOWARDS BOYLE HEIGHTS

01 SPORTS FOCUSED



02 NATURE FOCUSED



03 BALANCED





EAST PARK

03 BALANCED - VIEW TOWARDS BOYLE HEIGHTS

01 SPORTS FOCUSED



02 NATURE FOCUSED



03 BALANCED





EAST PARK

01 SPORTS FOCUSED - VIEW FROM CLARENCE

01 SPORTS FOCUSED

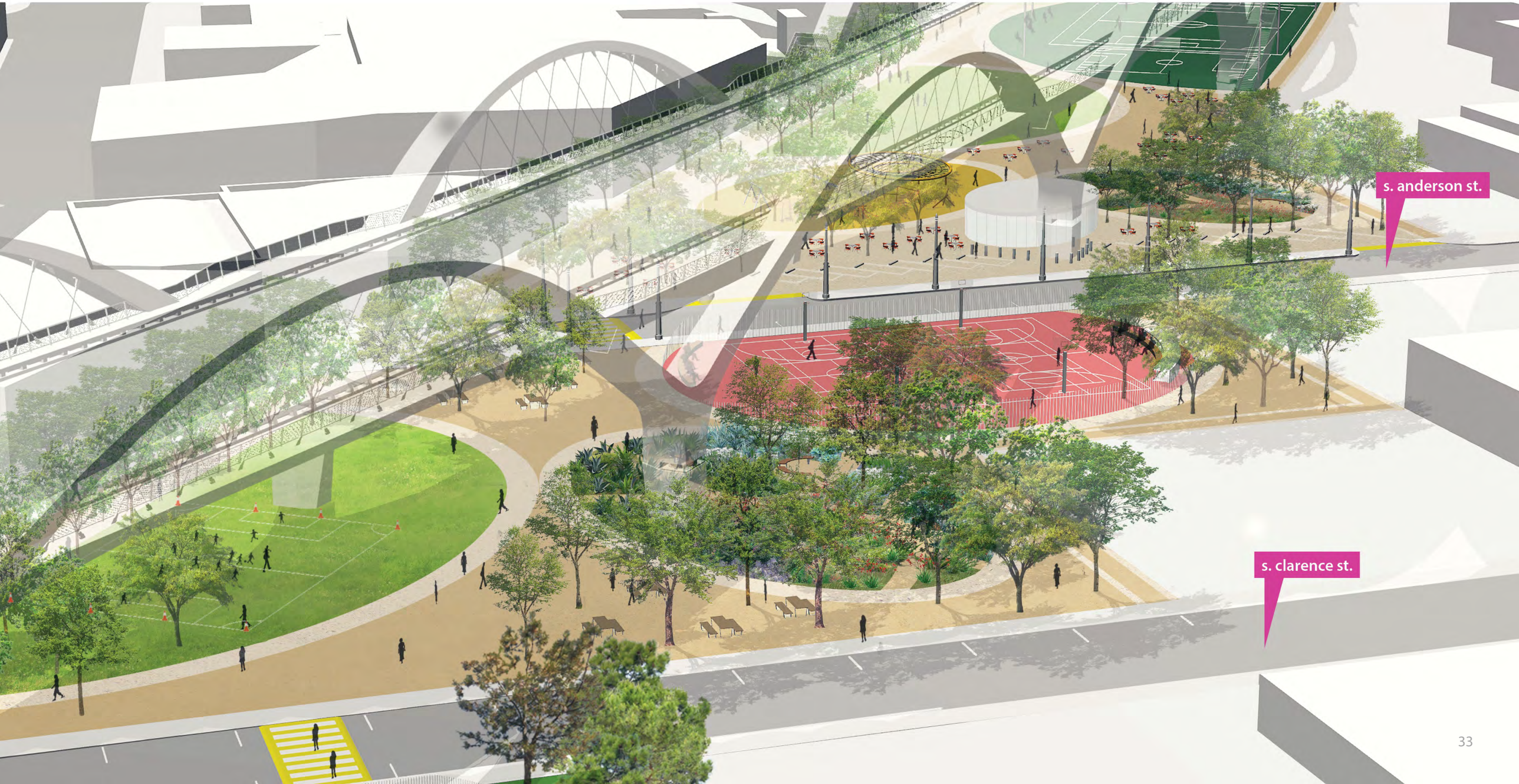


02 NATURE FOCUSED



03 BALANCED





EAST PARK

02 NATURE FOCUSED - VIEW FROM CLARENCE

01 SPORTS FOCUSED



02 NATURE FOCUSED



03 BALANCED



s. anderson st.

s. clarence st.

EAST PARK

03 BALANCED – VIEW FROM CLARENCE

01 SPORTS FOCUSED



02 NATURE FOCUSED



03 BALANCED





EAST PARK

VIEW OF DOG PLAY & SLOPED MEADOW



s. clarence st.

EAST PARK

HISTORY

PRE 1781 INDIGENOUS POPULATION

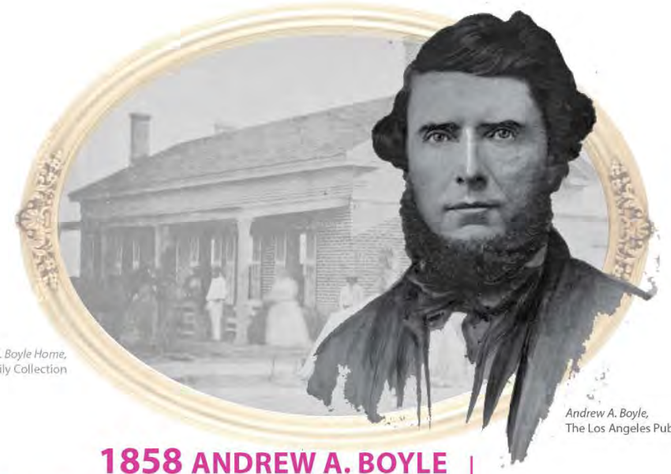
The indigenous people, often called the Kizh, Tongva, and Gabrieleño, occupied the region starting about 3,500 years ago. Before then, the region is estimated to have been inhabited around 8,000 B.C. Sadly, native peoples were nearly lost by 1900, but descendants still remain retaining aspects of their culture.

Southern California, no. 17, ca. 1872, Henry T. Payne
Robert N. Dennis collection of stereoscopic views,
The New York Public Library Digital Collections



1814 IGLESIA DE NUESTRA SEÑORA LA REINA CATHOLIC CHURCH

The first church was founded by the Spanish.



Andrew A. Boyle Home,
Workman Family Collection

Andrew A. Boyle,
The Los Angeles Public Library

1858 ANDREW A. BOYLE

Irish born immigrant Andrew Boyle purchased the Paredon Blanco (White Bluff) tract east of Los Angeles where he built a residence for his family.

Los Angeles Orphan Asylum, ca. 1930s,
USC Libraries. Los Angeles Examiner Photographs
Collection, 1920-1961



Christmas Gifts for Orphans, 1936
The Los Angeles Public Library

1891 ORPHANAGE

The Los Angeles Orphan Asylum in Boyle Heights (near Boyle Ave and 7th St) operated for over 6 decades.



St. Mary's Catholic Church, ca. 1925
The Los Angeles Public Library

1897 FIRST CATHOLIC CHURCH IN BOYLE HEIGHTS

St. Mary's Church is established. Serving a mostly middle class Anglo parish of Italian and Irish Catholics who lived in Boyle Heights.

1870 DEMOGRAPHIC

Anglo Americans out populate Spanish, Mexican and Native American populations for the first time in Los Angeles.

1882 CHINESE EXCLUSION ACT

A demand for laborers following the Chinese exclusion act led to the recruitment of Japanese laborers, many of whom settled in Boyle Heights.

1780 1790 1800 1810 1820 1830 1840 1850 1860 1870 1880 1890 19

1781 EUROPEAN SETTLEMENT

11 families and 44 residents settled and founded El Pueblo de Nuestra Señora la Reina de los Ángeles, a Spanish civil settlement which was to become known simply as Los Angeles. The settlers were of mixed ancestery, including many of African descent. Paredon Blanco (White Bluff) was the name of area which became the Boyle Heights neighborhood.



Pio Pico and family, c. 1852
The Natural History Museum of Los Angeles County

1542 EUROPEAN DISCOVERY

Juan Cabrillo, a Portuguese-born explorer for Spain arrived to find a population of indigenous people.

1821 MEXICO GAINS INDEPENDENCE FROM SPAIN

Mexican independence ushered in an era of population and economic growth for the settlement of Los Angeles. The Old Spanish Trail trade route connecting New Mexico to Los Angeles is in full height from 1829-1848.

1850 CALIFORNIA BECOMES A U.S. STATE

Mexico ceded California to the U.S. in 1848. The population of Los Angeles is still a majority Spanish, Mexican and Native American.

CA. 1870S FIRST BRIDGE ACROSS THE L.A. RIVER

Built across Macy Street (now César Chávez Avenue).

Seal of California, 1928, Marc Rowe
California State Archives, Sacramento, CA



1880S 'BOOM OF THE EIGHTIES'

Population of Los Angeles swells by five times in this decade and doubles in the next

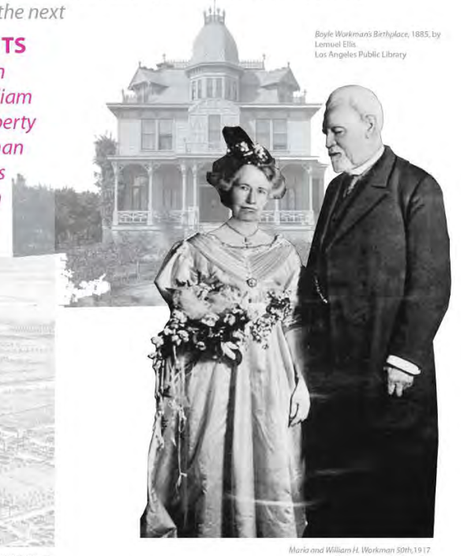
1917 THE FOUNDING OF BOYLE HEIGHTS

In 1875, a few years after Andrew Boyle left Paredon Blanco to his daughter Maria and her husband William H. Workman, Workman subdivided part of the property as Boyle Heights, along with banker Isaias W. Hellman and merchant John Lazzarevich. Boyle Heights was a fashionable neighborhood for the rest of the 19th century.



Stereoscopic Photograph, ca. 1870s, Henry T. Payne
Workman and Temple Family Homestead Museum, City of Industry, CA

Bird's eye view of Los Angeles, California, 1877. By E. S. Glover.
Library of Congress, Geography and Map Division.



Boyle Workman's Birthplace, 1885, by Lemuel Ellis
Los Angeles Public Library

Maria and William H. Workman 50th, 1917
Workman Family Collection

EAST PARK
HISTORY



Boyle Heights neighborhood sign, ca. 1990, by Yolanda Guerra
Shades of L.A. Archives, Los Angeles Public Library

Congregation Talmud Torah, 1964
Los Angeles Public Library
Security Pacific National Bank Collection



Jewish Home for the Aged, 1942
Los Angeles Public Library



Wading pool, Aliso Village, 1945
Los Angeles Public Library

Aliso Housing projects, 1942
Los Angeles Public Library



Alice Greenfield McGrath revisits scene of Zoot Suit Riots, 1943 & Edward James Olmos. Los Angeles Times Photographic Archives (Collection 1429). UCLA Library Special Collections, Charles E. Young Research Library, UCLA.

1906 SAN FRANCISCO EARTHQUAKE
A number of Japanese Americans fled San Francisco in the aftermath of the 1906 earthquake. Many of them came to Los Angeles, some settled in Boyle Heights, many more formed Little Tokyo across the river.

1910 MEXICAN REVOLUTION
During the decade of revolution, many Mexican migrants came to the U.S. Some of them came to Boyle Heights, where they stayed.

1900-17
A mass immigration to the U.S. occurred from 1900-17, many immigrants came to Los Angeles and the multi-ethnic neighborhood of Boyle Heights.

1920 JEWISH INFLUX
Boyle Heights received a large influx in its Jewish community following World War I. Boyle Heights had a highly active synagogue and a Jewish population larger that any west of Chicago.

1942 ALISO VILLAGE
The area of Russian Flats is demolished and developed into Aliso Village, a racially integrated public housing program designed in the style of the garden city movement by Lloyd Wright, son of Frank Lloyd Wright. Aliso Village was highly successful in its first two decades.

1930s MEXICAN REPATRIATION
Anti-immigration acts and poverty in the 30s cause the deportation of many Mexican Americans as well as prohibiting the immigration of many Asians and Eastern Europeans.

1943 ZOOT SUIT RIOTS
Conflict in Los Angeles emerges between Mexican American/ African American youth and American serviceman.

1900 | 1910 | 1920 | 1930 | 1940

1904 RUSSIAN FLATS
Molokan members of the Russian Orthodox Church flee persecution from the Russian government, many land in the Boyle Heights neighborhood of Los Angeles where they form a community which becomes referred to as Russian Flats.

1908 INDUSTRIAL HERITAGE
Zoning laws established in 1908 sought to protect communities on the west side of Los Angeles from industrial development. In turn, small and medium industry buildings located themselves on the east side, in communities such as Boyle Heights.



Molokane, from Caucasus, 191-
The New York Public Library Digital Collections

1910-33 L.A. RIVER EAST SIDE BRIDGES
Six bridges were built across the L.A. river from 1910 to 1933 connecting east side neighborhoods to downtown Los Angeles.



The Sixth Street viaduct crossing over the Los Angeles River, 1933 by Jensen
USC Libraries: Los Angeles Examiner Photographs Collection, 1920-1961

1942 EXECUTIVE ORDER 9066
Shortly after the U.S. enters World War II. President Franklin D. Roosevelt signs Executive Order 9066, the forced internment of West Coast Japanese Americans from their communities such as those in Boyle Heights.

1942 BRACERO PROGRAM
A labor agreement between Mexico and the U.S. brings several million Mexican laborers to America to fill the wartime labor void.



Working the Fields, 1956 &
Bracero worker holding a hoe, 1956.
Leonard Nadel Photographs and Scrapbooks, Archives Center, National Museum of American History, Smithsonian Institution

EAST PARK
HISTORY

1945 POST-WAR GROWTH
Economic expansion and a wave of infrastructure investment follows the end of World War II.

1962 DODGER STADIUM
Hilltops were moved in the grading of the Dodger Stadium located on the tract of land formerly Chavez Ravine.

1950 CHAVEZ RAVINE
Using the power of eminent domain, the City of Los Angeles erased a longstanding barrio of Mexican Americans in what was formerly a 300 acre neighborhood called Chavez Ravine. The purchase was intended to become a public housing project. However, during the anti-communist political climate of the 1950s, the contract fell apart. In a controversial deal, the land was sold to the Brooklyn Dodgers, all former residents were displaced, many to the nearby diverse neighborhood of Boyle Heights.



Eviction in Chavez Ravine, 1959 & *Groundbreaking!*, 1959
Herald-Examiner Collection, Los Angeles Public Library

1974 CHICANO ART MOVEMENT
The Chicano Art Movement in Los Angeles reaches a high point. Chicano art is displayed at LACMA for the first time. Chicano art covers facades all over Boyle Heights.



Pancho Villa and Emiliano Zapata from Los Cuatros Grandes, 1993
Ernesto de la Loza, The Mural Conservatory of Los Angeles



2017 BOYLE HEIGHTS DEMOGRAPHICS
As of the 2010 census, 94% of Boyle Heights is Hispanic

1999 PICO GARDENS
Completion of the Pico Gardens public housing development.

2003 PUEBLO DEL SOL
Completion of the Pueblo Del Sol public housing development.



Diego Moderno, 2014
Fabian Debora, courtesy of the artist

1950 | **1960** | **1970** | **1980** | **1990** | **2000** | **2010** | **2020**

1960 5 FREEWAY
Interstate 5 is completed

1948 101 FREEWAY
U.S. 101 is completed

1965 60 FREEWAY
State route 60 is completed. In the process, the Hollenbeck neighborhood was razed.

1946 10 FREEWAY
Interstate 10 is completed

1946-1965 THE EAST LOS ANGELES FOUR-HIGHWAY INTERCHANGE
Considered a great feat of civil engineering, this four highway interchange fragmented and displaced the communities it was built over. It has gone on to become one of the busiest freeway interchanges in the world.



Next Exit Boyle Heights, 2012
Fabian Debora, courtesy of the artist

1970s *By the 1970s Boyle Heights becomes predominately Mexican-American.*

1999 DEMOLITION OF ALISO VILLAGE
Aliso Village is demolished making room for the housing development Pueblo Del Sol. This meant a nearly 50% reduction in units, set in the New Urbanist planning style.



Engineer Heinz Heckeroth points out features on model of Southern California freeways, 1958], Los Angeles Times Photographic Archives (Collection 1429). UCLA Library Special Collections, Charles E. Young Research Library, UCLA.

2009 PICO/ALISO LIGHT RAIL
Completion of the Pico/Aliso light rail station.

2016 6TH ST VIADUCT DEMOLISHED
The iconic concrete bridge, designed by Merrill Butler Sr. was demolished in 2016. The bridge was deemed unsound due to alkali–silica reaction occurring in the 80+ year old concrete.



Man placing City Hall in a model of Los Angeles, ca. 1940's, USC Digital Library's Historical Society Collection

What does this design do?

CREATES A PLATFORM FOR CULTURAL EXPRESSION & COMMUNITY EVENTS

EAST PARK

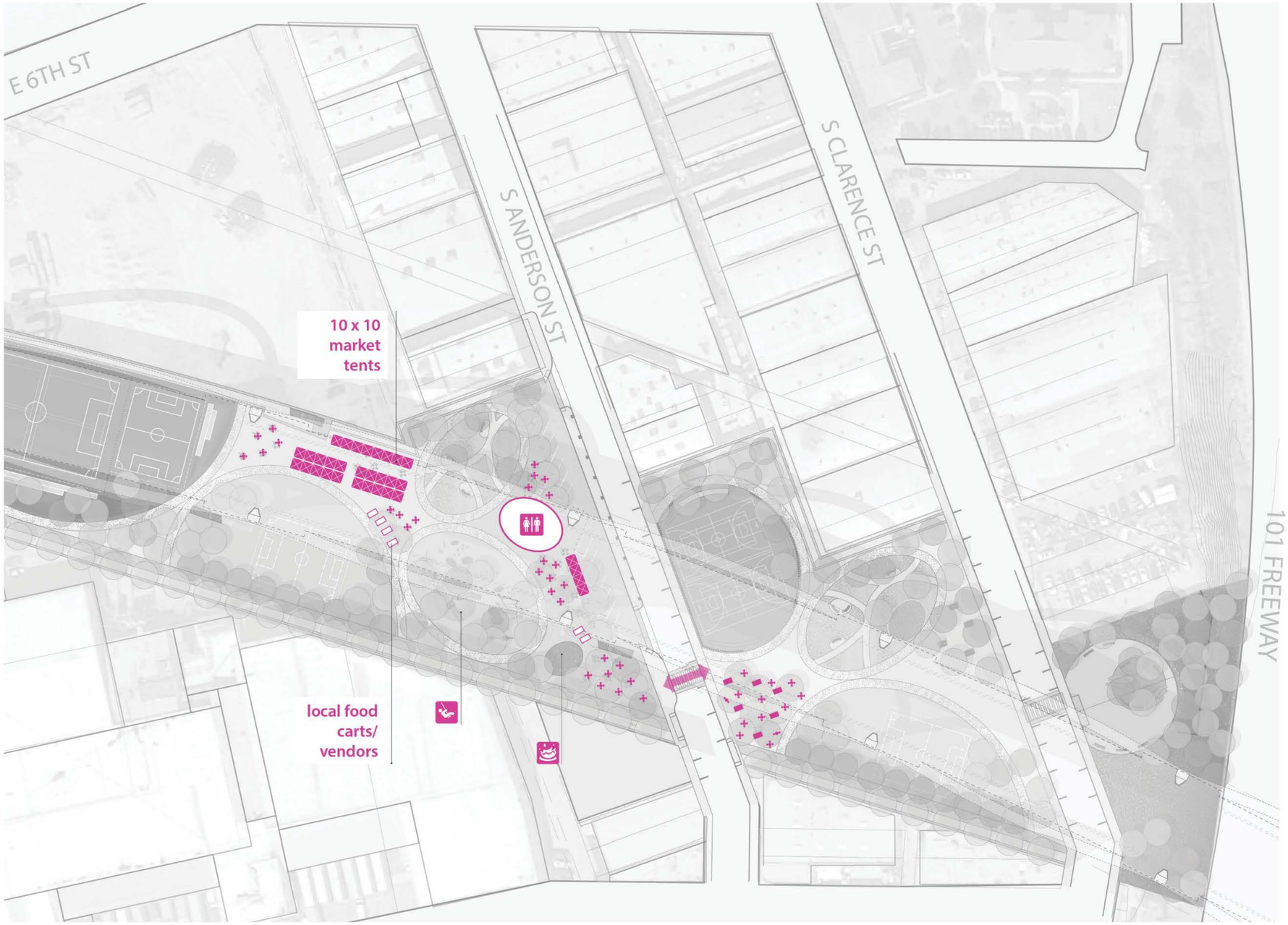
EVENT & SERVICING: FARMERS MARKET











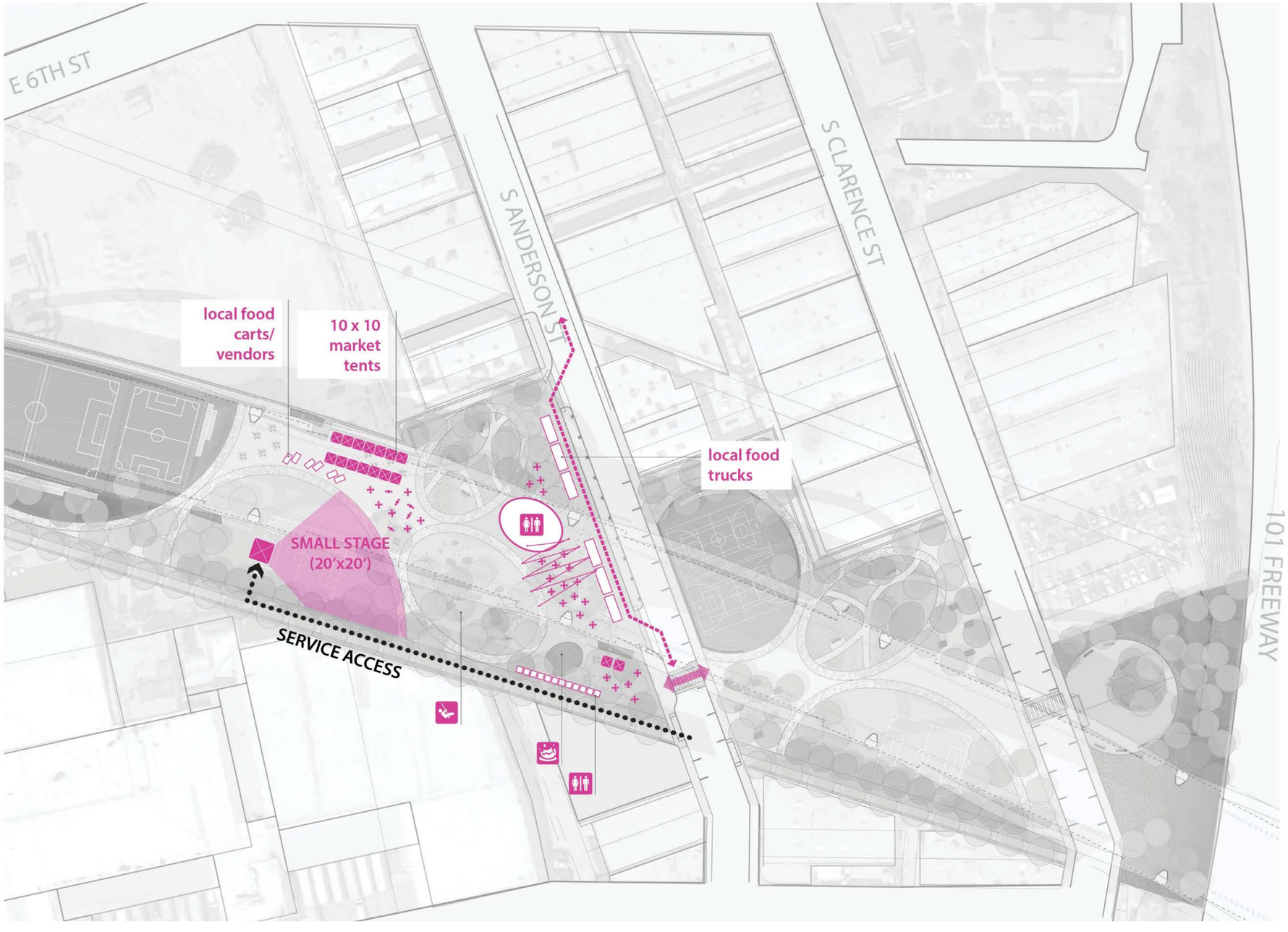
EAST PARK

EVENT & SERVICING: MARIACHI FESTIVAL









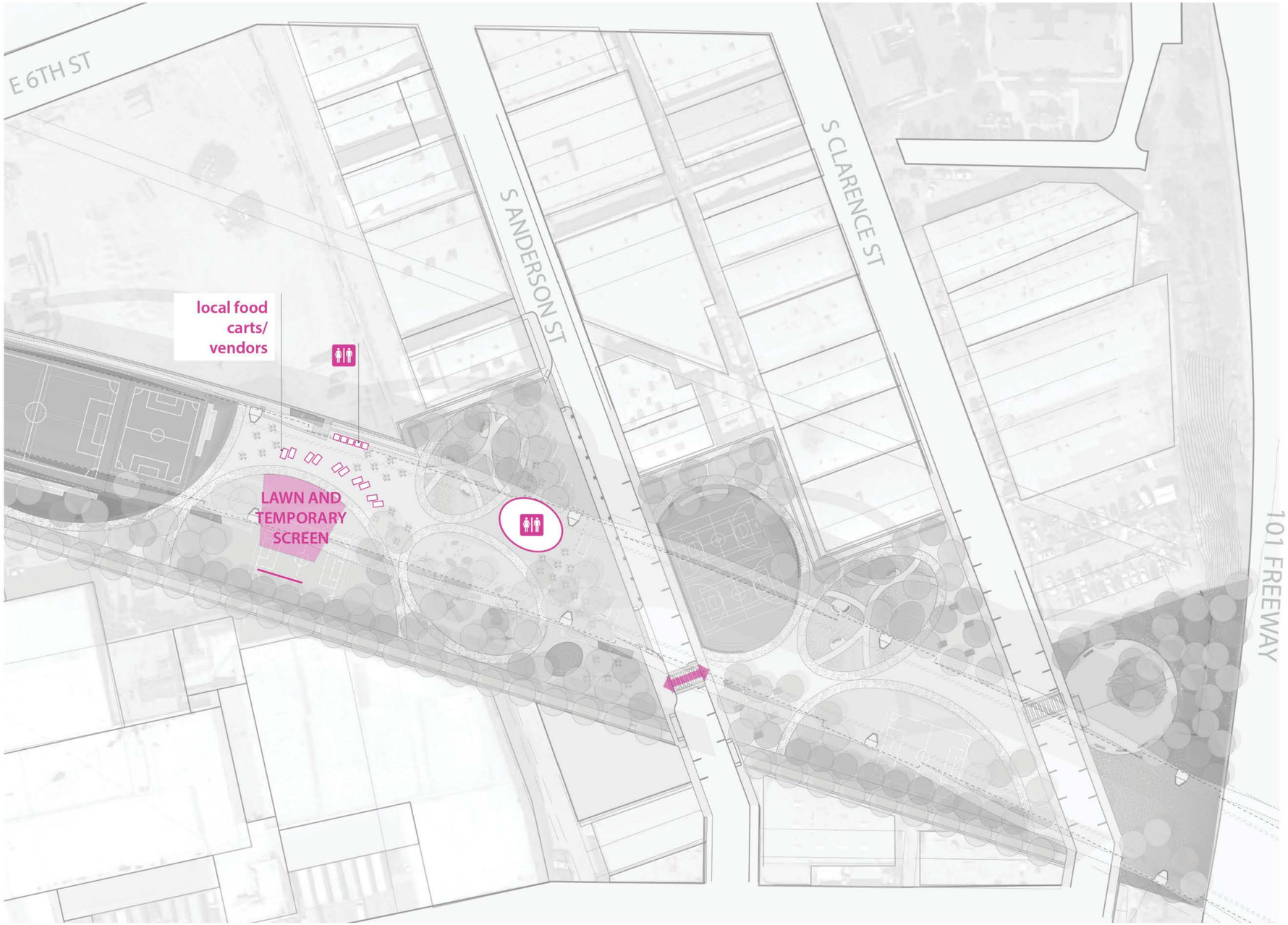
EAST PARK

EVENT & SERVICING: MOVIE NIGHTS





example flyer



EAST PARK

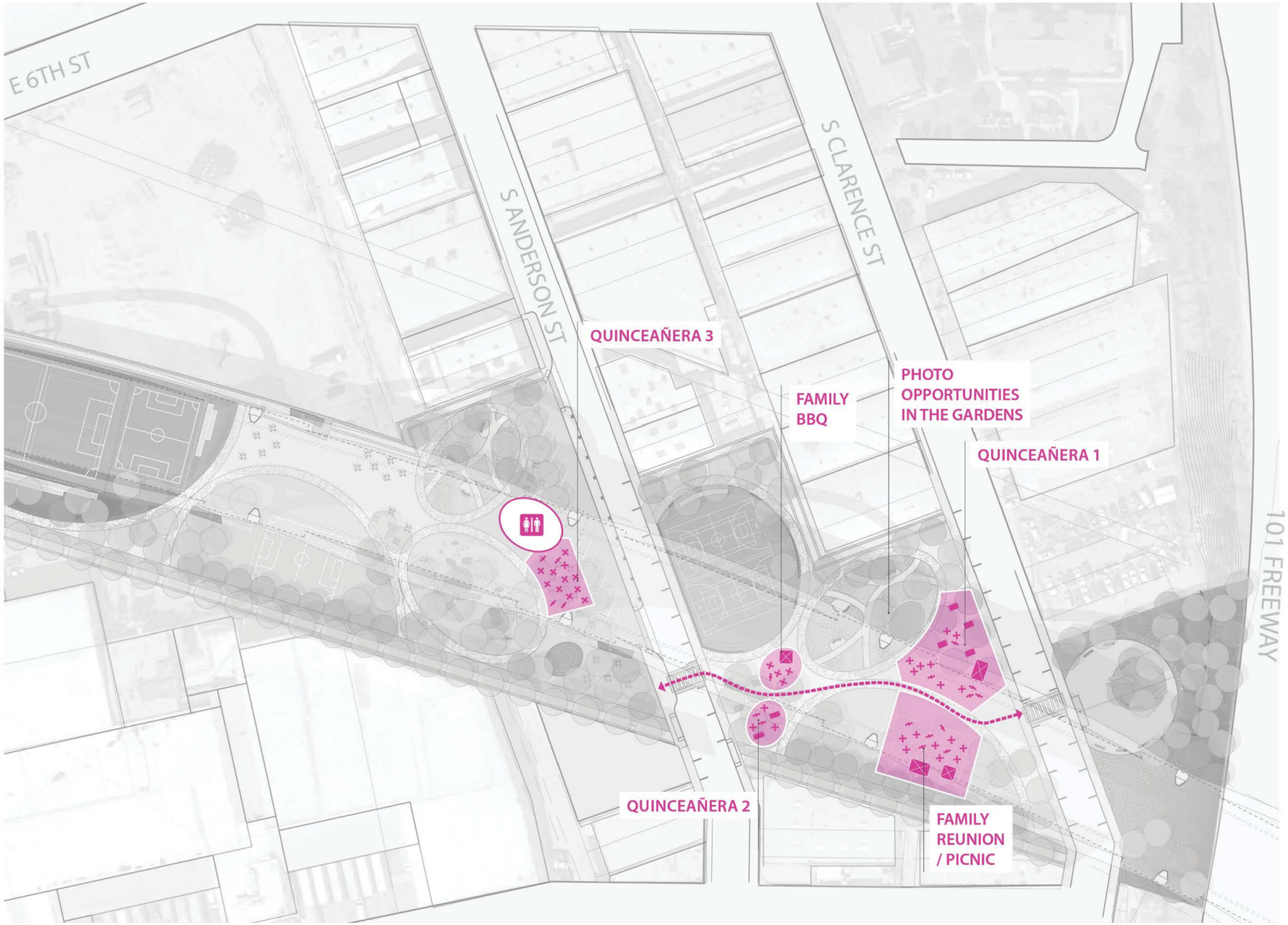
EVENT & SERVICING: QUINCEAÑERA / PICNIC / FAMILY REUNIONS











EAST PARK

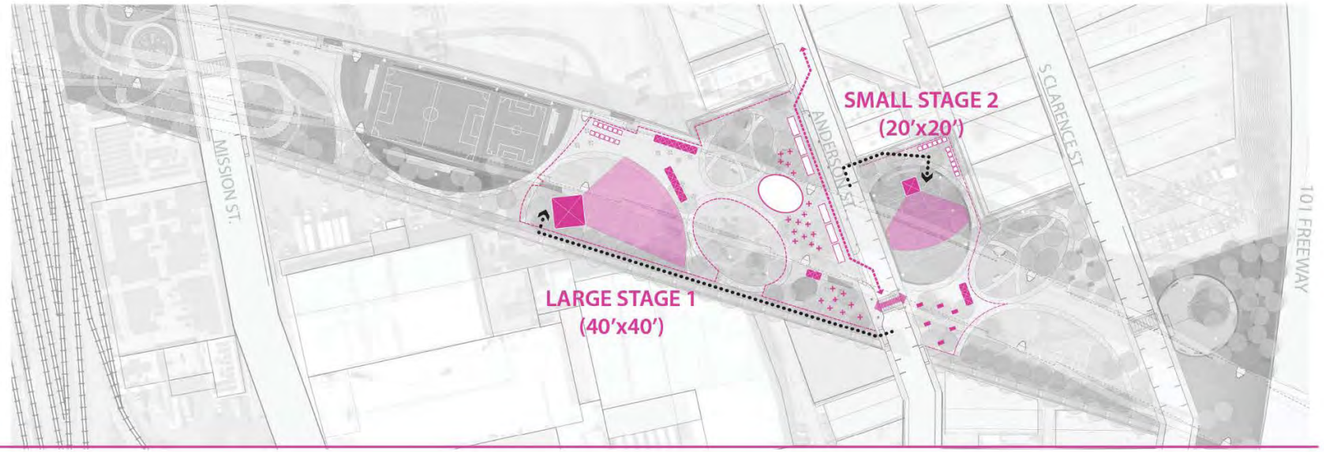
SMALL EVENT

1,300 PEOPLE
Stage 1 Audience Capacity
(based on 10sqft/ppl)

700 PEOPLE
Stage 2 Audience Capacity
(based on 10sqft/ppl)

16 Tents
06 Food Trucks
24 Additional Portable Restrooms

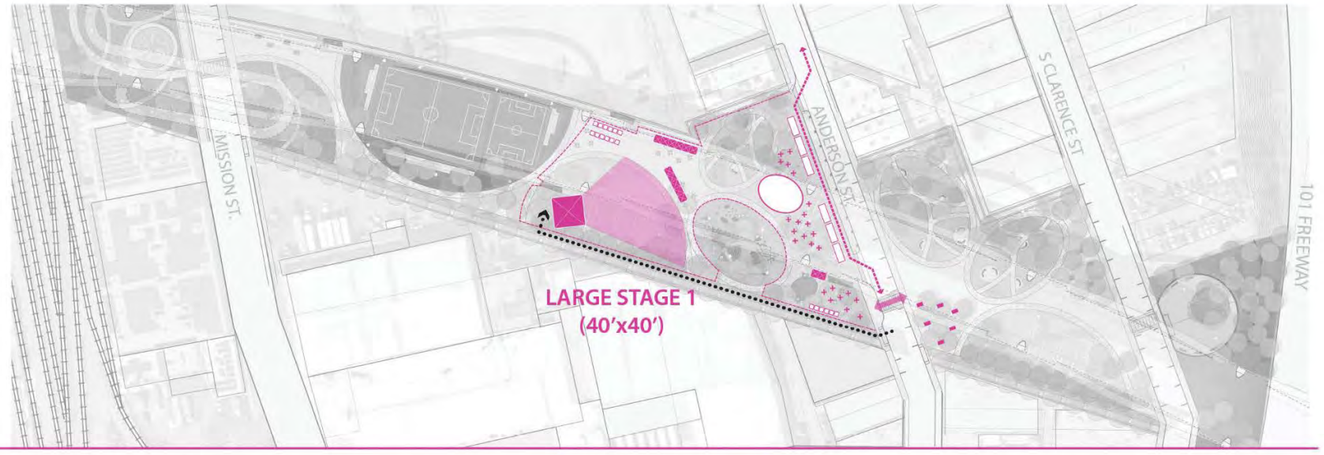
01 - SPORTS FOCUSED
2,000 Audience Capacity



1,300 PEOPLE
Stage 1 Audience Capacity
(based on 10sqft/ppl)

13 Tents
06 Food Trucks
18 Additional Portable Restrooms

02 - NATURE FOCUSED
1,300 Audience Capacity

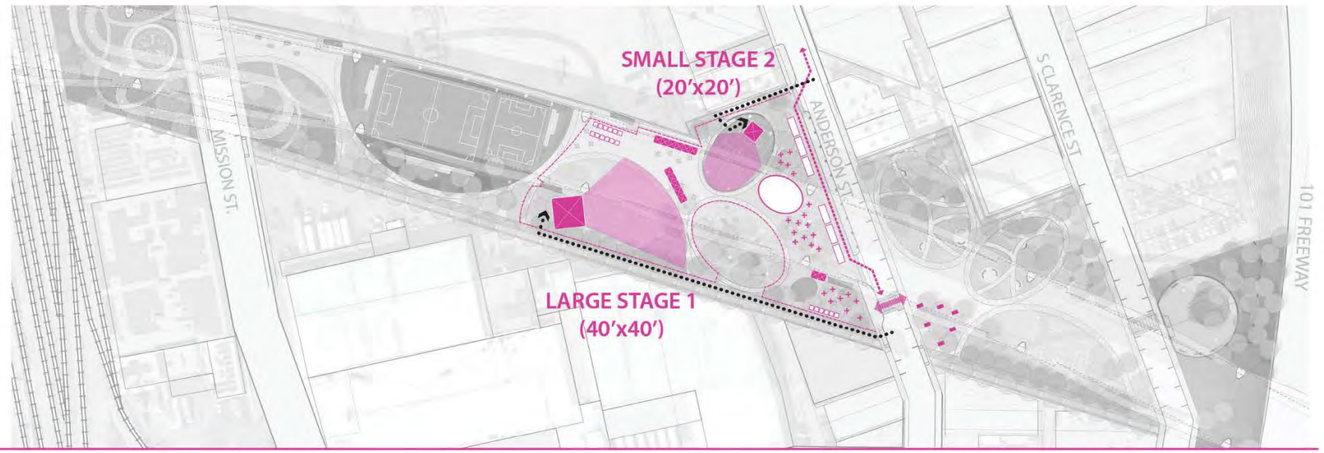


1,300 PEOPLE
Stage 1 Audience Capacity
(based on 10sqft/ppl)

500 PEOPLE
Stage 2 Audience Capacity
(based on 10sqft/ppl)

13 Tents
06 Food Trucks
18 Additional Portable Restrooms

03 - BALANCED
1,800 Audience Capacity



EAST PARK

LARGE EVENT

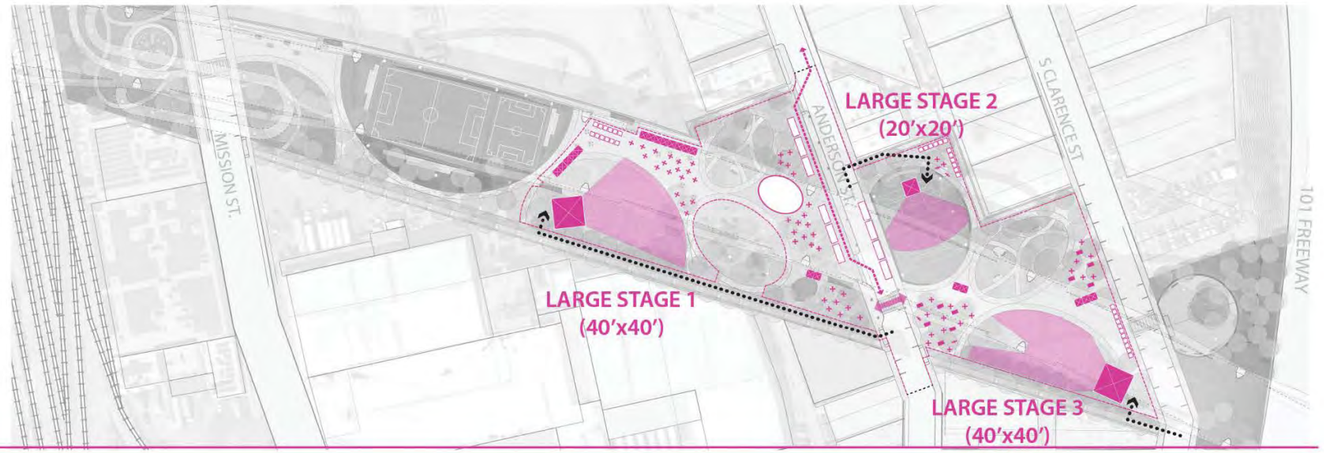
1,300 PEOPLE
Stage 1 Audience Capacity
(based on 10sqft/ppl)

700 PEOPLE
Stage 2 Audience Capacity
(based on 10sqft/ppl)

1,500 PEOPLE
Stage 2 Audience Capacity
(based on 10sqft/ppl)

20 Tents
10 Food Trucks
35 Additional Portable Restrooms

01 - SPORTS FOCUSED
3,500 Audience Capacity

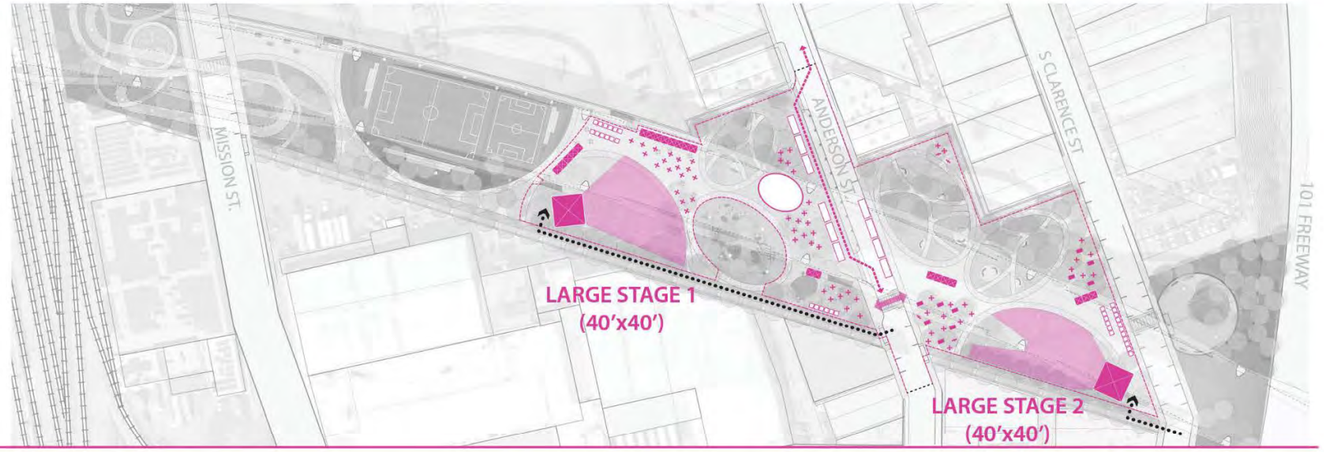


1,300 PEOPLE
Stage 1 Audience Capacity
(based on 10sqft/ppl)

1,500 PEOPLE
Stage 2 Audience Capacity
(based on 10sqft/ppl)

22 Tents
10 Food Trucks
23 Additional Portable Restrooms

02 - NATURE FOCUSED
1,800 Audience Capacity



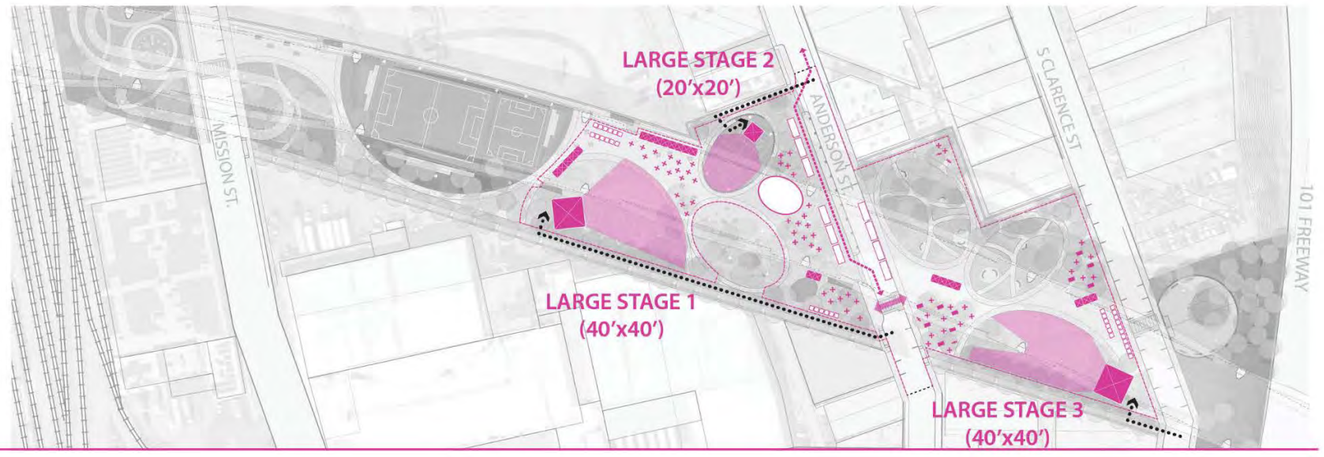
1,300 PEOPLE
Stage 1 Audience Capacity
(based on 10sqft/ppl)

500 PEOPLE
Stage 2 Audience Capacity
(based on 10sqft/ppl)

1,500 PEOPLE
Stage 2 Audience Capacity
(based on 10sqft/ppl)

22 Tents
10 Food Trucks
29 Additional Portable Restrooms

03 - BALANCED
3,300 Audience Capacity



EAST PARK
SPORTS EVENT

01 - SPORTS FOCUSED

U6 Tournament

10 U6 FIELDS

U8 Tournament

5 U8 FIELDS

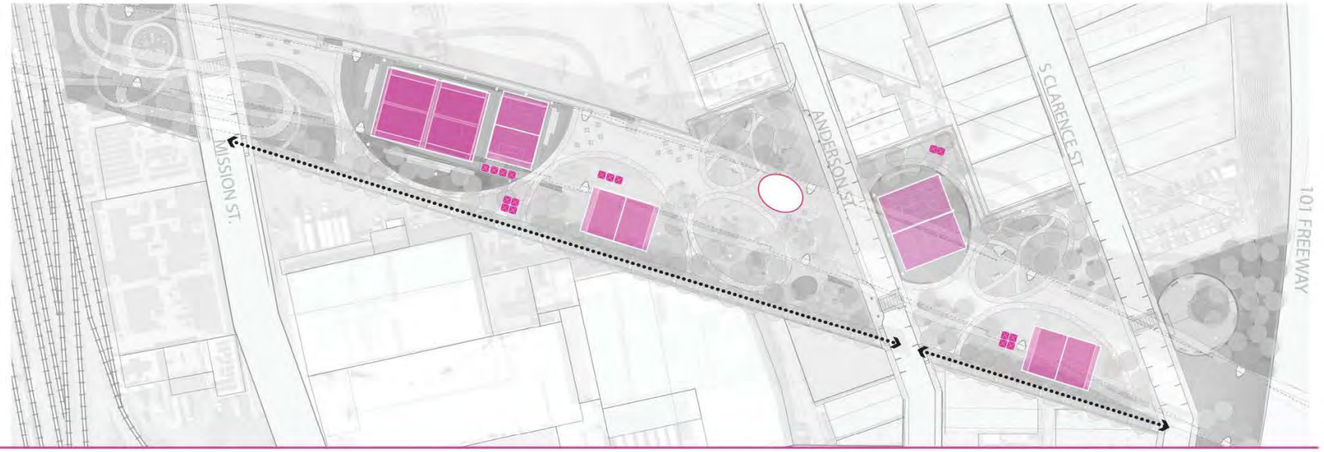
Mixed Ages Tournament

1 U10 FIELDS

2 U8 FIELDS

2 U6 FIELDS

2 FUTSOL COURTS



02 - NATURE FOCUSED

U6 Tournament

10 U6 FIELDS

U8 Tournament

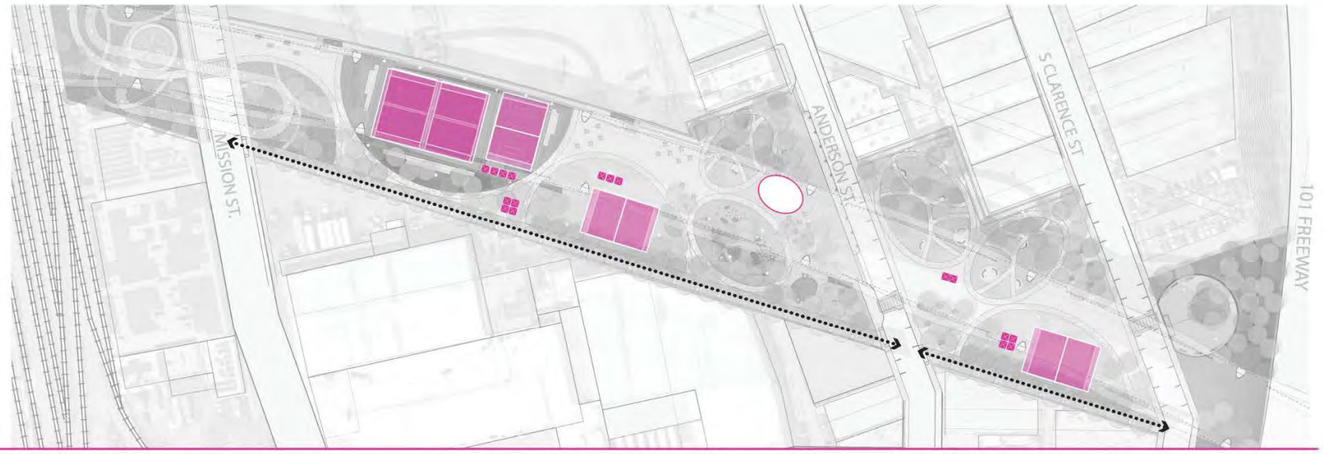
5 U8 FIELDS

Mixed Ages Tournament

1 U10 FIELDS

2 U8 FIELDS

2 U6 FIELDS



03 - BALANCED

U6 Tournament

10 U6 FIELDS

U8 Tournament

5 U8 FIELDS

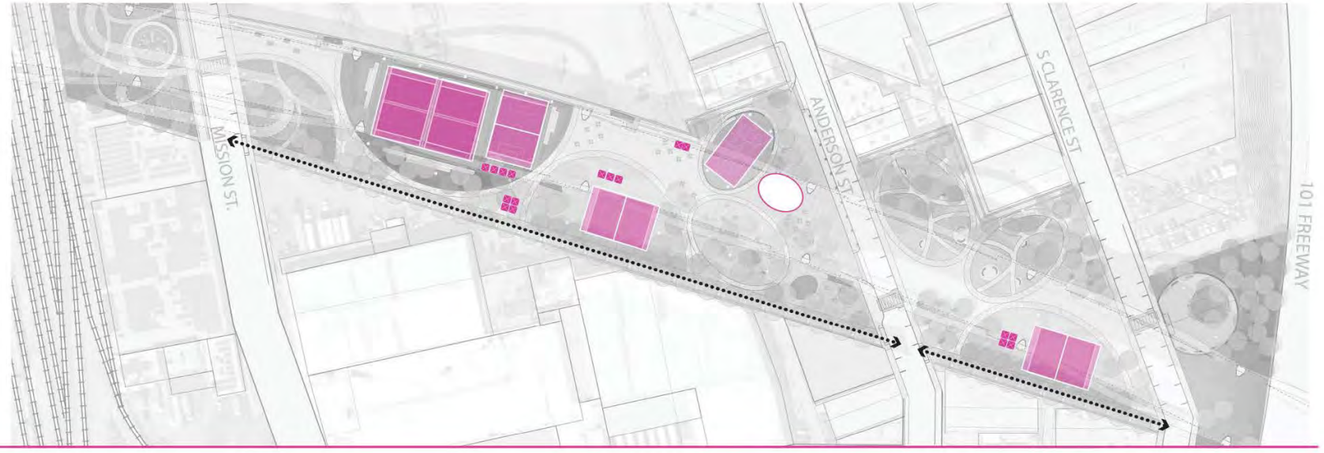
Mixed Ages Tournament

1 U10 FIELDS

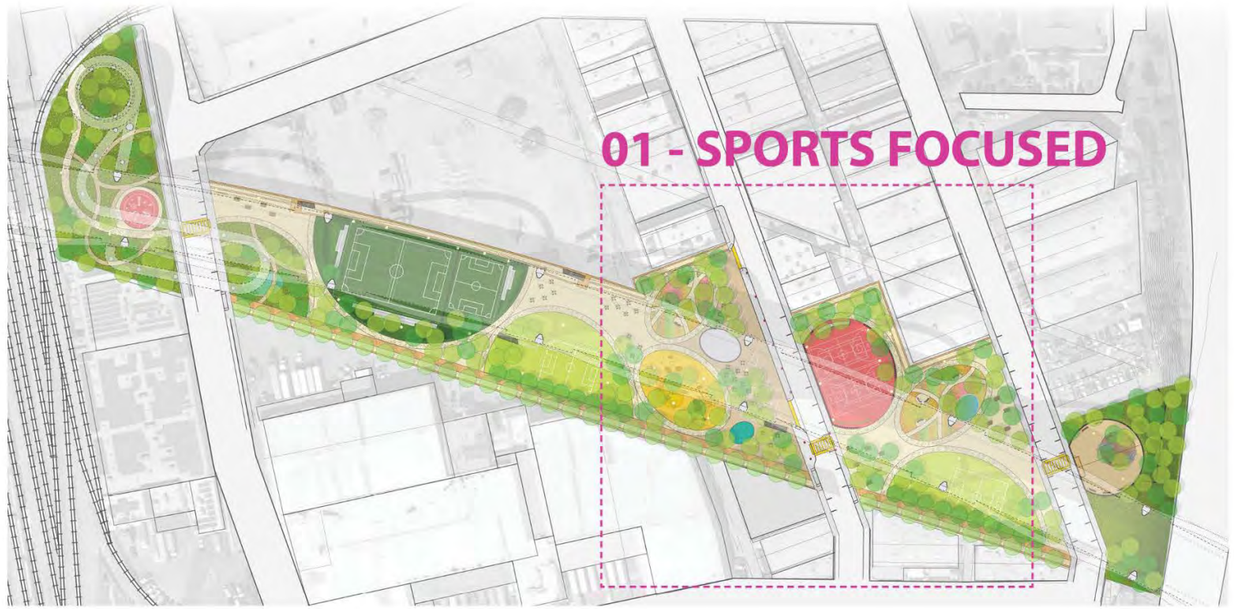
2 U8 FIELDS

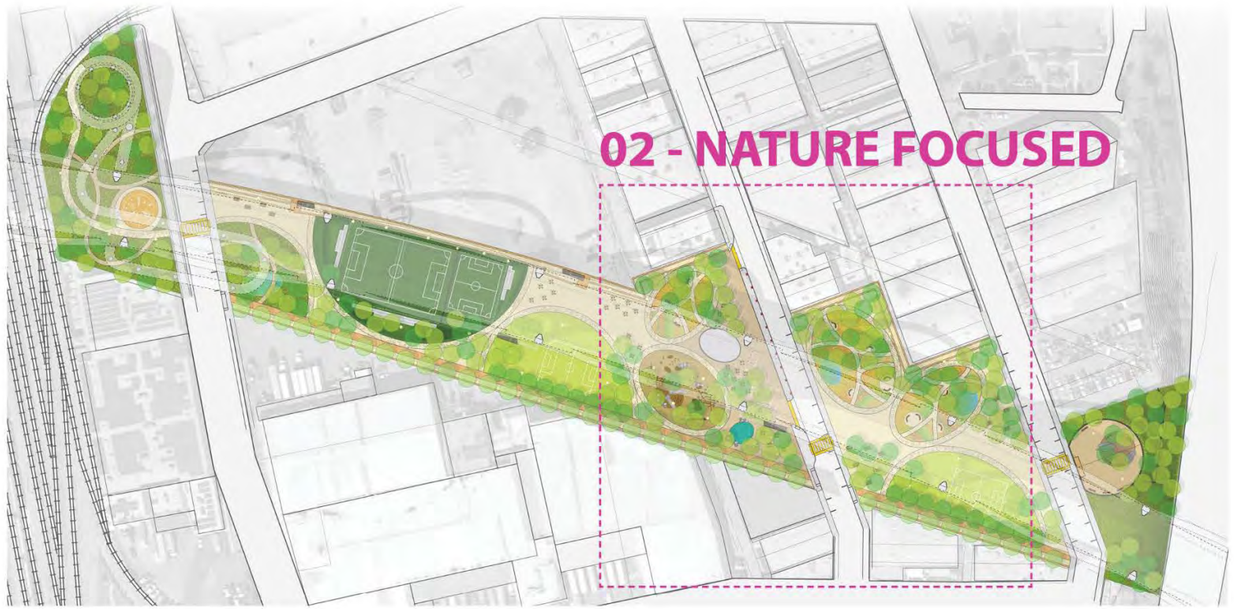
2 U6 FIELDS

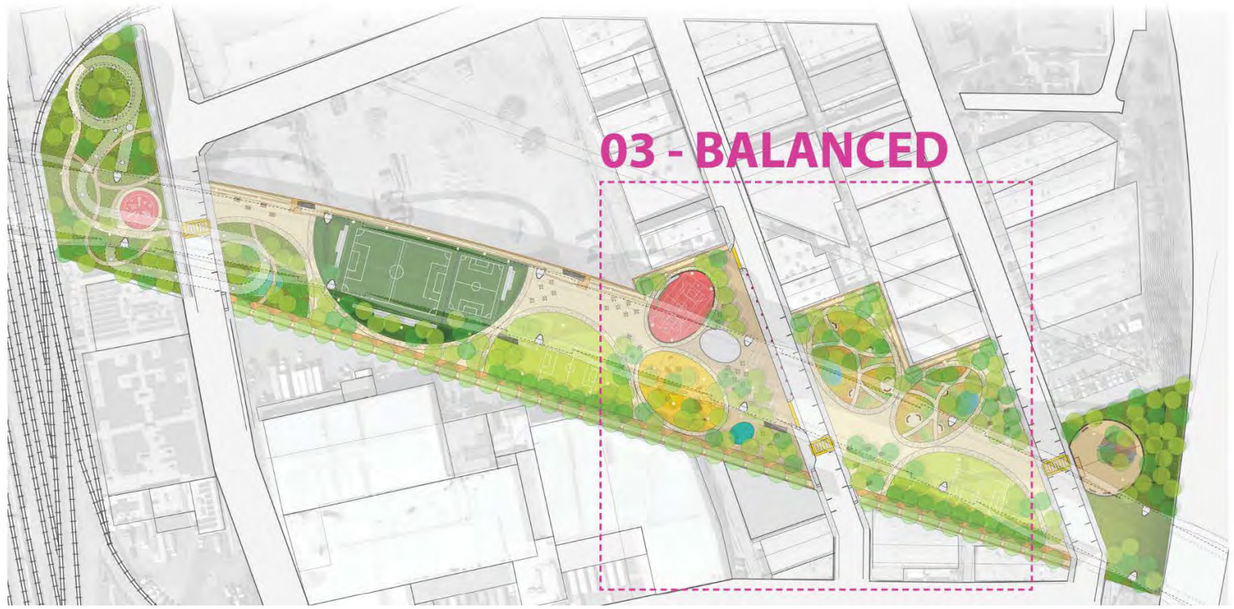
1 FUTSOL COURTS



SUMMARY



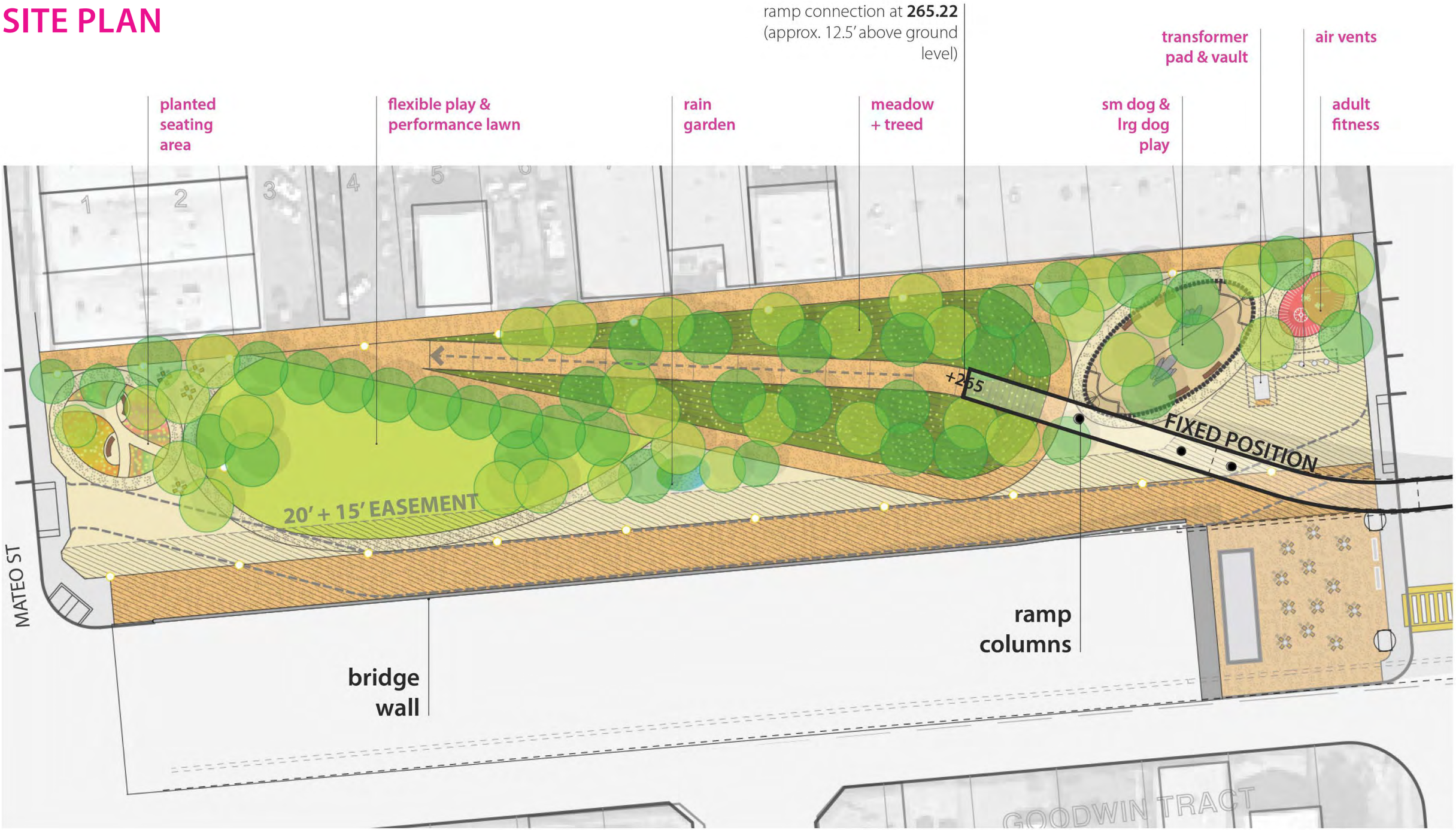




WEST PARK

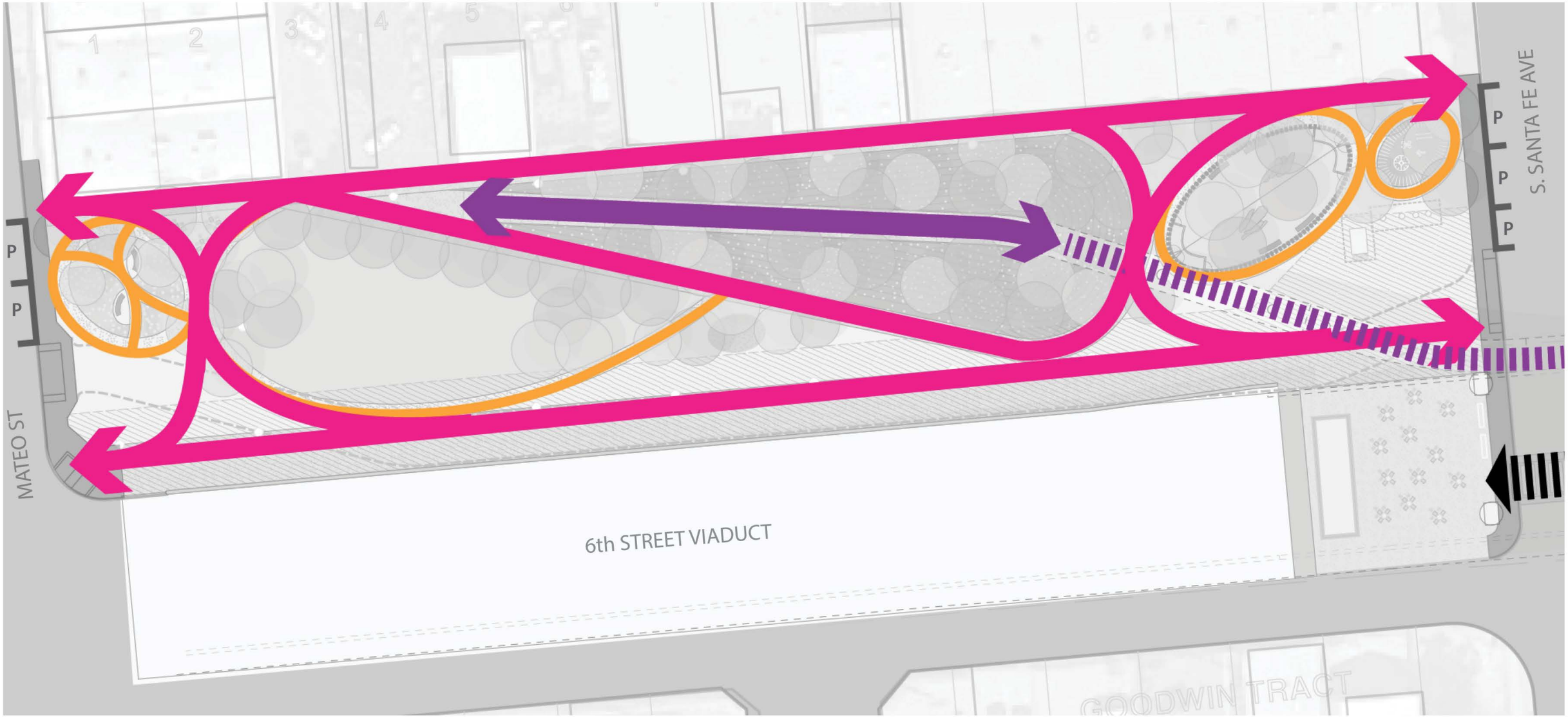
WEST PARK

SITE PLAN



WEST PARK
CIRCULATION

- Primary Circulation
- Secondary Circulation
- Viaduct Connections
- Raised Crosswalks
- Sidewalks



WEST PARK

AERIAL



WEST PARK

VIEW FROM MATEO ST



WEST PARK

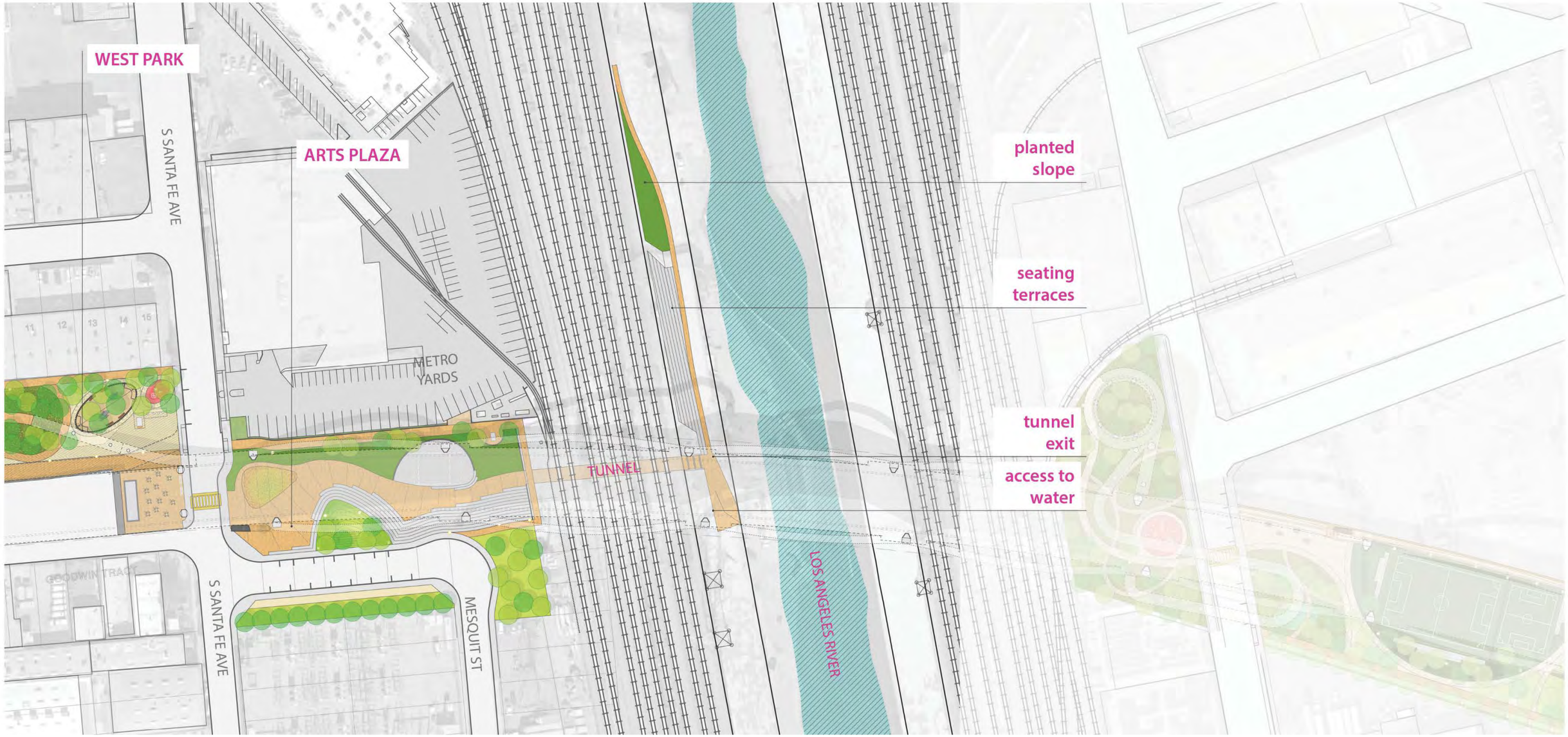
VIEW FROM RAMP



ARTS PLAZA & RIVER GATEWAY

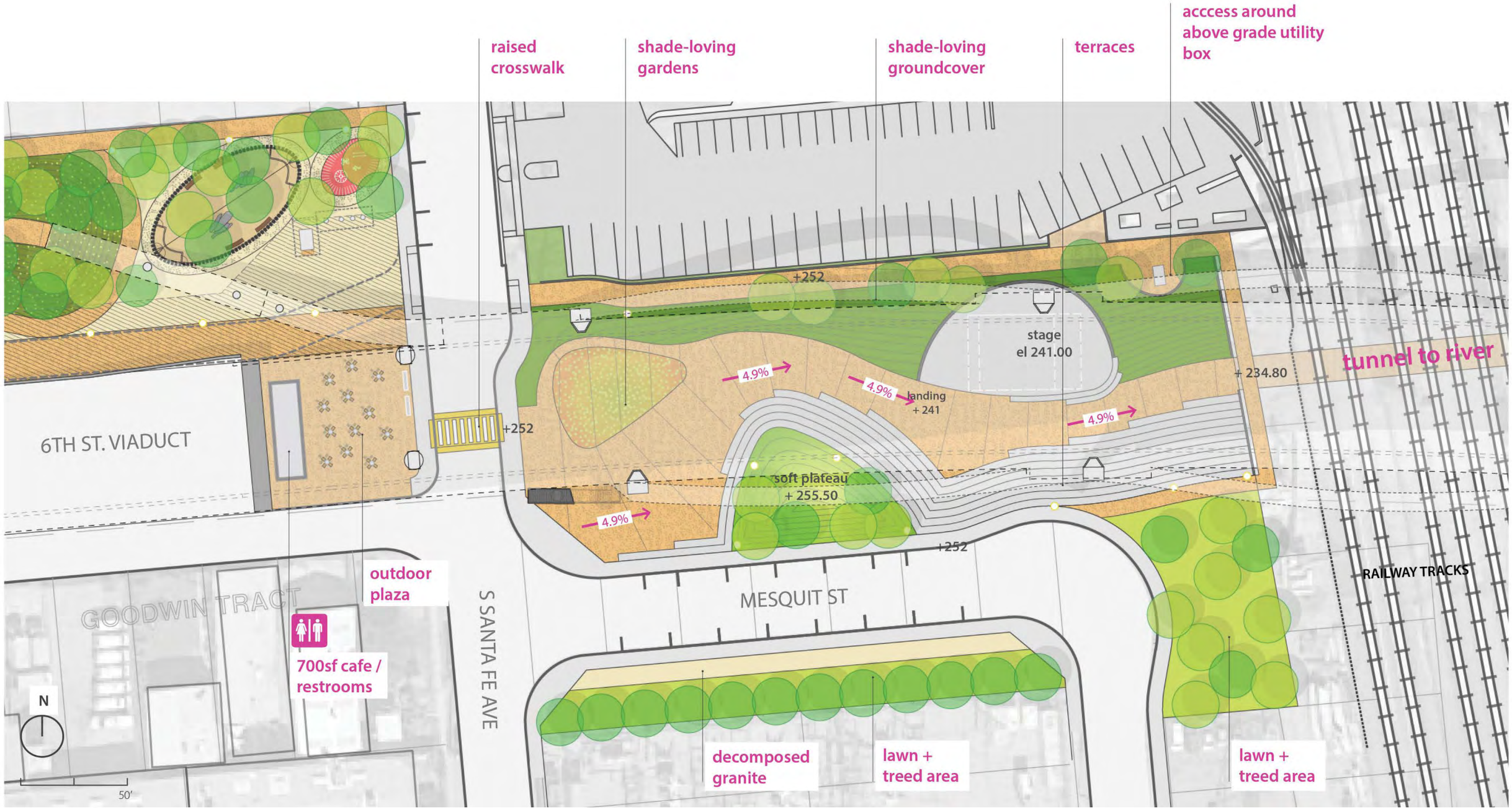
ARTS PLAZA & RIVER GATEWAY

SITE PLAN



ARTS PLAZA

SITE PLAN



ARTS PLAZA

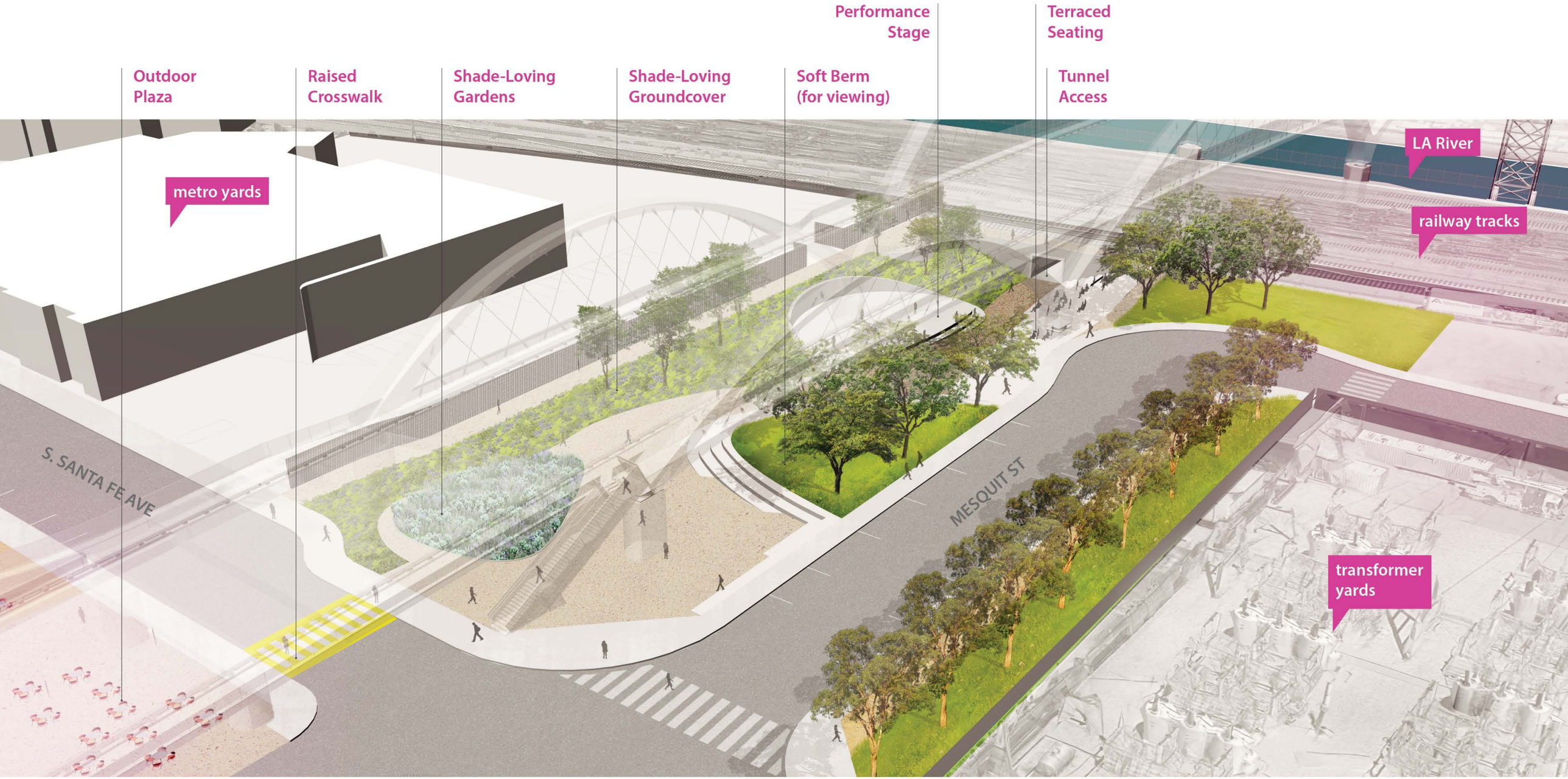
CIRCULATION

- Primary Circulation
- Secondary Circulation
- Viaduct Connections
- Raised Crosswalks
- Sidewalks



ARTS PLAZA

AERIAL



ARTS PLAZA

VIEW FROM SANTA FE



ARTS PLAZA

VIEW FROM BERM



ARTS PLAZA

VIEW FROM RAILWAY TRACKS



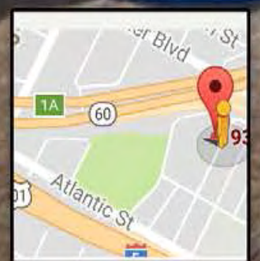
INTRODUCTION OF PUBLIC ARTIST

Glenn Kaino

STATEMENT OF INTEREST GLENN KAINO STUDIO

937 S Concord St
Los Angeles, California
Google, Inc.
Street View - Sep 2016

2



Google

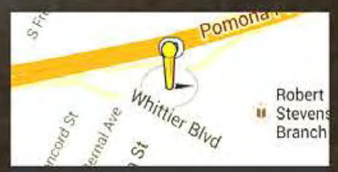
855-879 S Lorena St
Los Angeles, CA 90023 -- approximate address

NEW! Street View - Sep 2012

1.8



Hide imagery





Back to Map

Google

Image capture: Sep 2012 © 2014 Google Lite mode Terms Privacy Report a problem


Roosevelt Community Adult School
NEW! Street View - Jul 2012
1.1
Hide imagery
Back to Map
Image capture: Jul 2012 © 2014 Google Lite mode Terms Privacy Report a problem

1



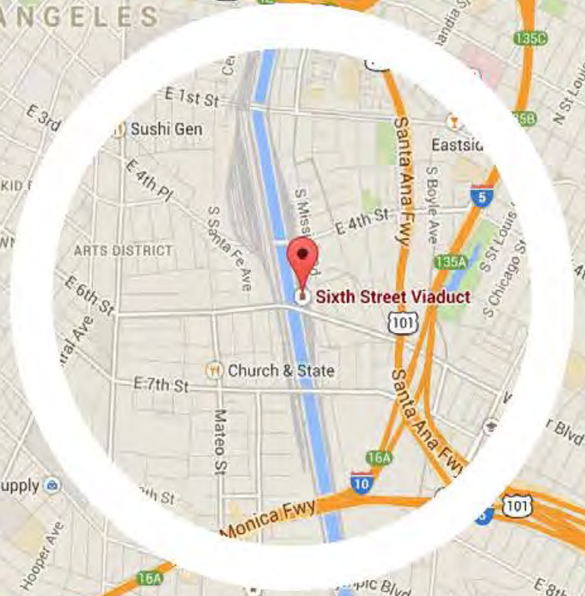

olino St
CA 90013 – approximate address
Street View - Feb 2009
.5
Hide imagery
E 4th St
Molino St
Villains Tavern
Willow St
Google
Image capture: May 2011
© 2014 Google
Lite mode
Terms
Privacy
Report a probl


Santa Fe Ave
s, CA 90021 – approximate address
Street View - Sep 2012
Sa Fe
.4
Hide imagery
E 7th St
Mesquit St
Google
Image capture: Sep 2012 © 2014 Google Lite mode Terms Privacy Report a prob


688 S Santa Fe Ave
NEW! Street View - Sep 2012
.3
Back to Map
Google
Image capture: Sep 2012 © 2014 Google Lite mode

Sixth Street Viaduct

Sign in








ARCH
INSTALLATION








ETERN NOW
JOIN
PARTICIPATE
SHARE
WATCH
CELEBRATE
SUPPORT
MIAMI
BEACH'S
CONTEMPORARY
ART
MUSEUM



QUESTIONS & ANSWERS

NEXT STEPS

NEXT STEPS

HOW TO STAY INFORMED & INVOLVED

UPCOMING MEETINGS

- Draft EIR release
  May 2018
- Public Hearing on Draft EIR
  June 2018
- Community Presentation of completed design development
  Early 2018

STAY INVOLVED!

For updates on the project, notices on meetings and special events and general information on the Sixth Street PARC project, please go to:
www.sixthstreetviaduct.org/parc

- **Sign up for email updates**
- **And follow us on Facebook!**

Juntas Comunitarias– 19 y 20 de septiembre 2017

PROYECTO PROPUESTO PARA EL PARQUE DE LA CALLE SEXTA, ARTES, RÍOS Y MEJORAS DE CONECTIVIDAD (PARC)



ALCALDE ERIC GARCETTI
JOSÉ HUIZAR, CONCEJAL DEL DISTRITO 14
CIUDAD DE LOS ANGELES – OFICINA DE INGENIERIA
CIUDAD DE LOS ANGELES – DEPARTAMENTO DE RECREACION Y PARQUES

TETRA TECH
HARGREAVES ASSOCIATES
MICHAEL MALTZAN ARCHITECTURE

AGENDA

BIENVENIDA Y PRESENTACION
Gary Lee Moore, Ingeniero de la Ciudad de Los Angeles

PRESENTACION Y COMENTARIOS
Concejal **José Huizar** (CD14)

RESUMEN DEL PROCESO
Deborah Weintraub, Diputada Principal, Ingeniera de la Ciudad de Los Angeles

RESUMEN DEL PROCESO DE PARTICIPACION PUBLICA
Mary Margaret Hargreaves, Hargreaves and Associates

DISENO DEL CONCEPTO
parque este
parque oeste
plaza de arte y entrada principal al río

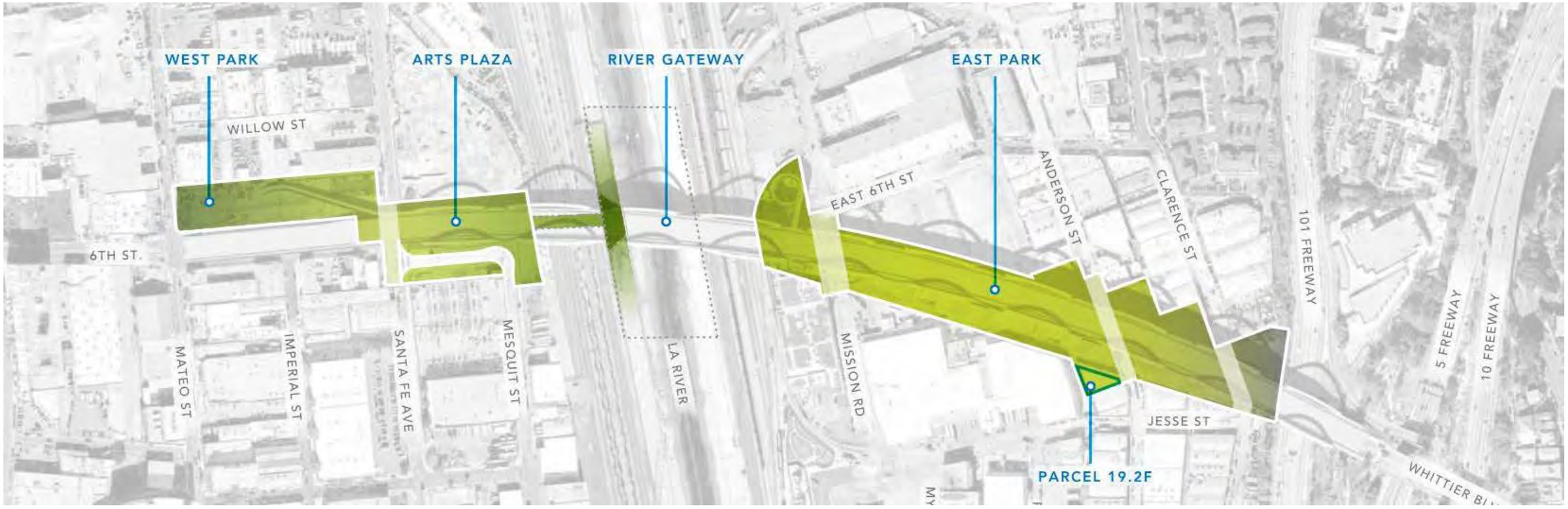
PRESENTACION DEL ARTISTA DE LA OBRA PUBLICA
Glenn Kaino

PREGUNTAS Y RESPUESTAS
PASOS SIGUIENTES

BIENVENIDA Y PRESENTACIONES

¿PORQUE NOS HEMOS REUNIDO ESTA NOCHE?

- **Para participar juntos en la visualización de un nuevo parque público**
- **Presentación del resumen de sugerencias hasta la fecha**
- **Para enfocarnos en una alternativa de preferencia**
- **Para recolectar sus opiniones he ideas**
- **Para presentar a Glenn Kaino, artista de la obra pública de PARC de la Calle Sexta**



PROCESO HASTA LA FECHA

¿DE DONDE VENIMOS?

- **Juntas Comunitarias # 1 y 2 – 7 y 8 de febrero – escuchamos**
- **Juntas Comunitarias # 3 y 4 – 28 y 30 de marzo – tres conceptos posibles**



February 7, 2017
PUENTE Learning Center

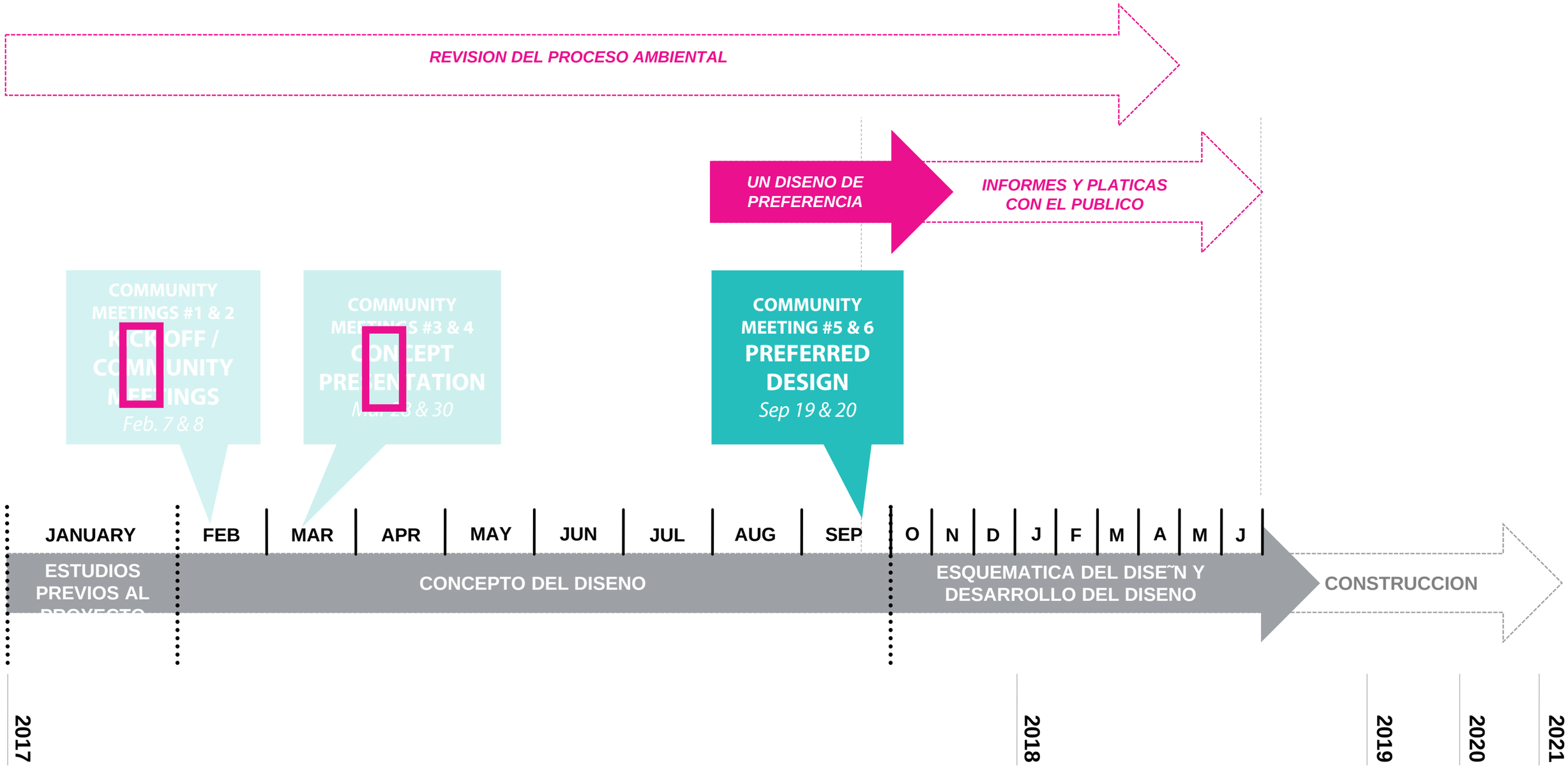


February 8, 2017
Sci-Arc, Keck Auditorium

¿A DONDE VAMOS?

- **Sus comentarios del día de hoy serán considerados en el desarrollo de la dirección del concepto preferido.**

PROGRAMACION DEL PROCESO PUBLICO



EL PROCESO DE ALANCE PUBLICO

RESUMEN DE LAS JUNTAS COMUNITARIAS

RESUMEN: JUNTAS COMUNITARIAS #1 y 2

- 7 de febrero 2017 – Puente Learning Center, 8 de febrero 2017 – Sci-Arc
- Más de 250 Participantes













IMAGE CREDIT: JON FU

RESUMEN: JUNTAS COMUNITARIAS #1 Y 2

Más de 1000 respuestas sobre la encuesta



SIXTH STREET PARK, ARTS, RIVER & CONNECTIVITY IMPROVEMENT (PARC) COMMUNITY SURVEY #1

The Sixth Street PARC, being built by the City of Los Angeles Bureau of Engineering, will be a 12-acre park underneath the new Sixth Street Viaduct. Construction of the new viaduct will be completed at the end of 2020 and the first phase of the new park will open around the same time.

We are reaching out to members of the community to find out what you would like to see and do in the new park. Please fill out the following survey and share your ideas!

Q1: What activities and uses would you like to see in the Park?
Choose ***3 preferred activities*** in each of the 8 categories. *The park cannot fit everything on the list, but your responses will help identify broad community preferences.*

HEALTH & WELLNESS

more active
- O Walking
- O Running/Jogging
- O Stair Running
- O Cycling
- O Roller Skating/blading
- O Exercise Circuit
- O Working out
- O *Other:*_____

more passive
- O Sitting
- O Relaxing
- O Finding Peace
- O Cloud Watching
- O Sunning
- O Tai Chi / Yoga
- O *Other:*_____

SPORTS / GAMES / PLAY

more active
- O Soccer
- O Baseball Practice
- O Basketball
- O Volleyball
- O Racquetball
- O Kids Play (Standard)
- O Kids Play (Custom)
- O Kids Play (Water)
- O Dogs Play
- O *Other:*_____

more passive
- O Pick-Up Ball Games
- O Chess/Checkers
- O Bocce/Horseshoes
- O Sports Spectating Areas
- O *Other:*_____

ADVENTURE

more active
- O Skateboarding
- O Ziplining
- O Rock Climbing
- O Kayaking
- O Tree Top Walk
- O *Other:*_____
- O *Other:*_____
- O *Other:*_____

SOCIAL / GATHERING / EATING
- O Picnics / Grilling
- O Take-out (food carts/vending)
- O Take-out (food trucks)
- O Take-out (kiosk) - local cafes
- O Eat-in (cafe) - local
- O Local Farmers Markets
- O Community Kitchen
- O Seniors Classes
- O Family Gatherings
- O Weddings
- O Birthdays
- O Quinceanera
- O Civic Celebrations
- O Volunteering
- O Child Care
- O *Other:*_____
- O *Other:*_____

NATURE & BEAUTY

more active
- O Birdwatching
- O Gardening
- O *Other:*_____

more passive
- O Sunset Viewing
- O Enjoying Nature
- O Enjoying Fountains
- O Air Freshening
- O Water Conserving Gardens
- O Bioswales
- O Soil Conserving/Composting
- O Habitat
- O *Other:*_____

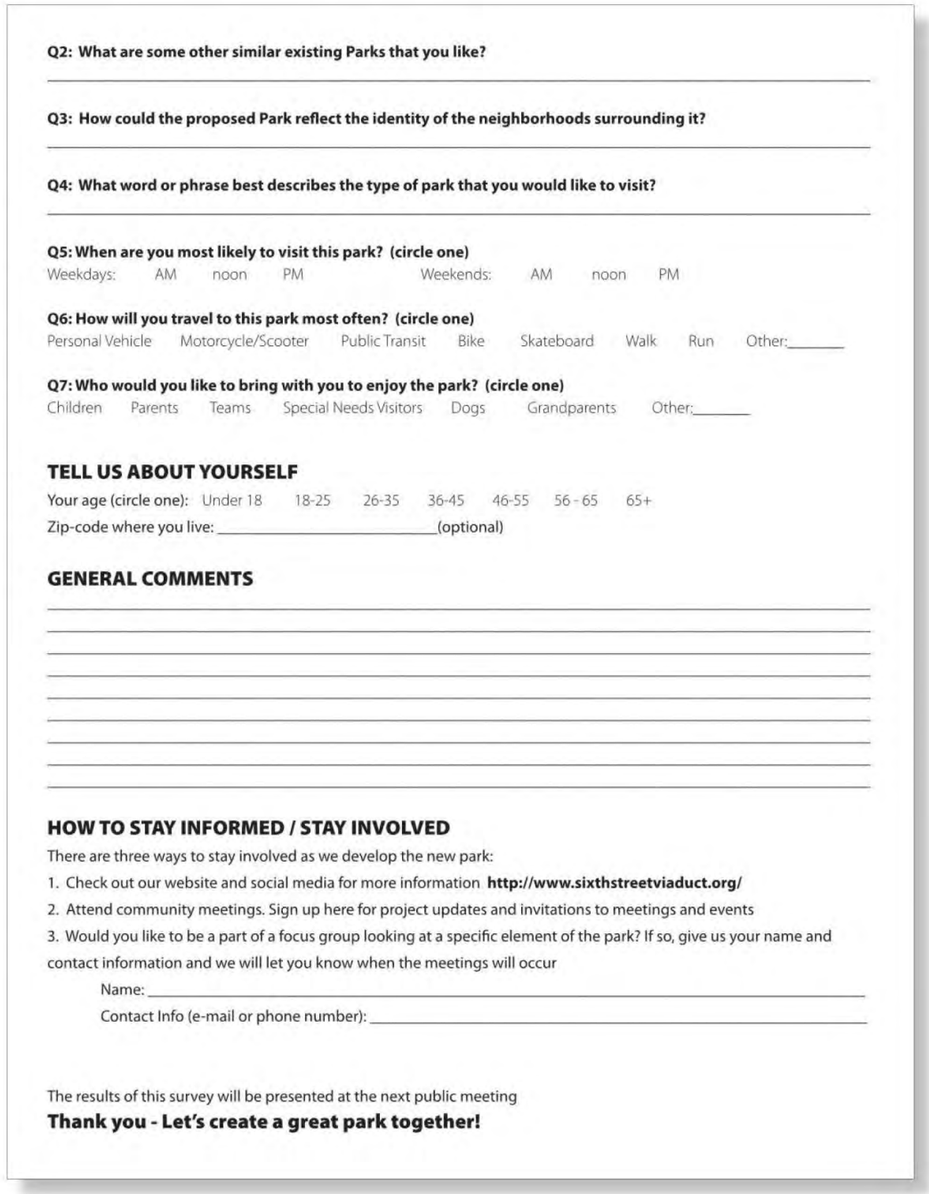
ARTS / CULTURE / ENTERTAINMENT

more active
- O Performing
- O Dancing
- O *Other:*_____

more passive
- O Music
- O Movies
- O Craft & Art Markets
- O Events (small, med, large)
- O Enjoying Art
- O Feature Lighting
- O Art Walks
- O *Other:*_____

EDUCATION
- O History (community)
- O History (artifacts)
- O Culture (community)
- O Nature
- O River Ecology
- O Guided Tours
- O Classes
- O Clinics
- O Job Training
- O *Other:*_____
- O *Other:*_____

SUPPORT & MOBILITY
- O Vehicle Parking
- O Bicycle Parking
- O Vehicle Drop-off/Pick-up
- O Restrooms
- O Park Information
- O Park Rentals (Bike, Kayak, etc)
- O Staff/ Security
- O Metro Bike Share
- O *Other:*_____
- O *Other:*_____



Q2: What are some other similar existing Parks that you like?

_____

Q3: How could the proposed Park reflect the identity of the neighborhoods surrounding it?

_____

Q4: What word or phrase best describes the type of park that you would like to visit?

_____

Q5: When are you most likely to visit this park? (circle one)
Weekdays: AM noon PM Weekends: AM noon PM

Q6: How will you travel to this park most often? (circle one)
Personal Vehicle Motorcycle/Scooter Public Transit Bike Skateboard Walk Run Other:_____

Q7: Who would you like to bring with you to enjoy the park? (circle one)
Children Parents Teams Special Needs Visitors Dogs Grandparents Other:_____

TELL US ABOUT YOURSELF

Your age (circle one): Under 18 18-25 26-35 36-45 46-55 56 - 65 65+

Zip-code where you live: _____(optional)

GENERAL COMMENTS

_____

_____

_____

_____

_____

_____

_____

_____

_____

HOW TO STAY INFORMED / STAY INVOLVED

There are three ways to stay involved as we develop the new park:

1. Check out our website and social media for more information **http://www.sixthstreetviaduct.org/**
2. Attend community meetings. Sign up here for project updates and invitations to meetings and events
3. Would you like to be a part of a focus group looking at a specific element of the park? If so, give us your name and contact information and we will let you know when the meetings will occur

Name: _____

Contact Info (e-mail or phone number): _____

The results of this survey will be presented at the next public meeting

Thank you - Let's create a great park together!

RESUMEN: JUNTAS COMUNITARIAS #1 y 2 y RESPUESTAS DE LA ENCUESTA

RESUMEN DE LAS PRIORIDADES

1: ¿Qué actividades de salud y bienestar, y otros usos le gustaría ver en el parque?

















RESUMEN: JUNTAS COMUNITARIAS #1 y 2 y RESPUESTAS DE LA ENCUESTA

RESUMEN DE PRIORIDADES



RESUMEN: JUNTAS COMUNITARIAS #3 y 4

- 28 de marzo 2017 – Sci-Arc, 30 de marzo 2017– Puente Learning Center
- Más de110 Participantes







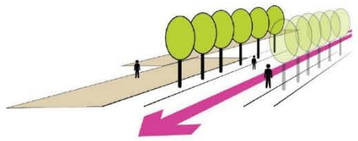


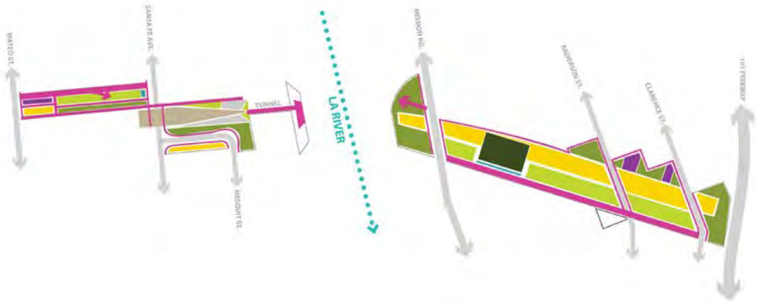




RESUMEN: JUNTAS COMUNITARIAS #3 y 4

concepto 01
PASEO





SE PARECE MAS A

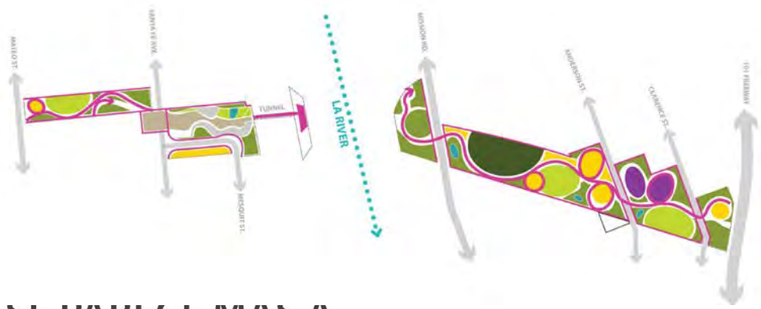
+ Espacio Lineales y Rectos
+ Es lo Más Seguro
+ Sencillo

SE PARECE MENOS A

- Menos Inovador y Emocionante
- Poco Interesante
- Demasiado Lineal
- De Aspecto Aburrido
- Pocos Arboles
- Demasiado Sencillo

concepto 02
PABELLÓN Y OBJETOS





SE PARECE MAS A

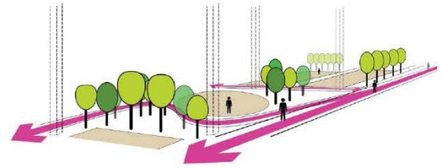
+ Gran Cantidad de Espacio Verde
+ Experiencia Total de los Ovalos
+ Múltiples Céspedes Planos
+ Forma y Función
+ El Diseño de la Cancha de Fútbol
+ Mezcla de Actividades y Espacios Pasivos
+Areas de Programación Caben Bien Dentro de Sus Espacios Designados

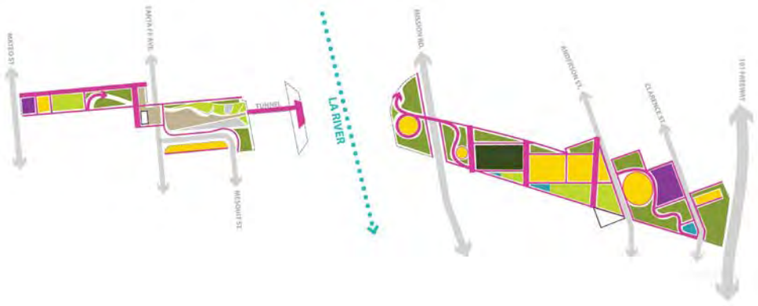
SE PARECE MENOS A

- Demasiadas Curvas
- Demasiados Espacios Naturales, Menos Programas
- Areas de Programación Parecen Ser Demasiadas Pequeña

MAS DE 1000 RESPUESTAS SOBRE LA ENCUESTA

concepto 03
EPISODIC





SE PARECE MAS A

+ Balance de Ambas Líneas y Curvas (1 y 2)
+ El Diseño es Divertido y Emocionante
+ Más Oportunidades para Programación/Cosas Que Hacer Se Parece Menos a

SE PARECE MENOS A

- Demasiada Programación, Necesita Más Espacios Verdes
- Demasiado Dividido y Segmentado
-Demasiadas Actividades a la Vez, Se Siente Llena de Gente
- No Tan Interesante como los Ovalos Solos
- Soccer placement divides the park
- Insuficiente Espacio Libre

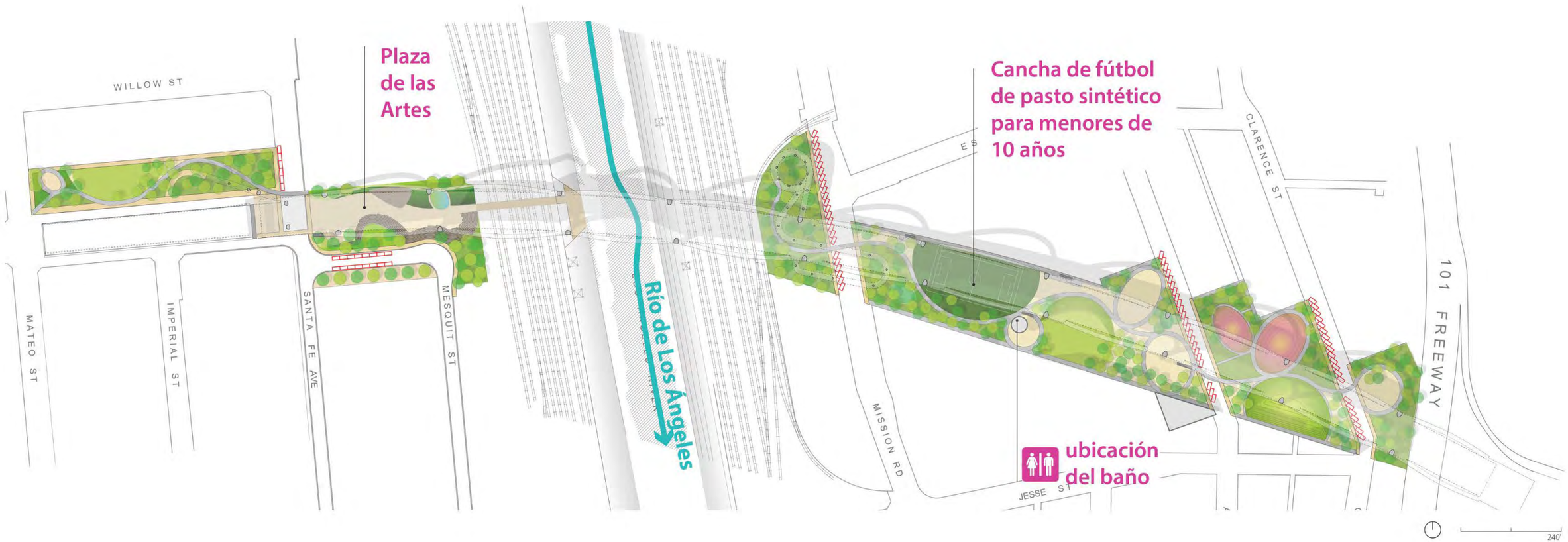
CONCEPTO PREFERIDO – PABELLON Y OBJETOS

Estacionamiento en la calle (90)

PARQUE DEL OESTE

PUERTA DEL RIO

PARQUE DEL ESTE



DISEÑO CONCEPTUAL

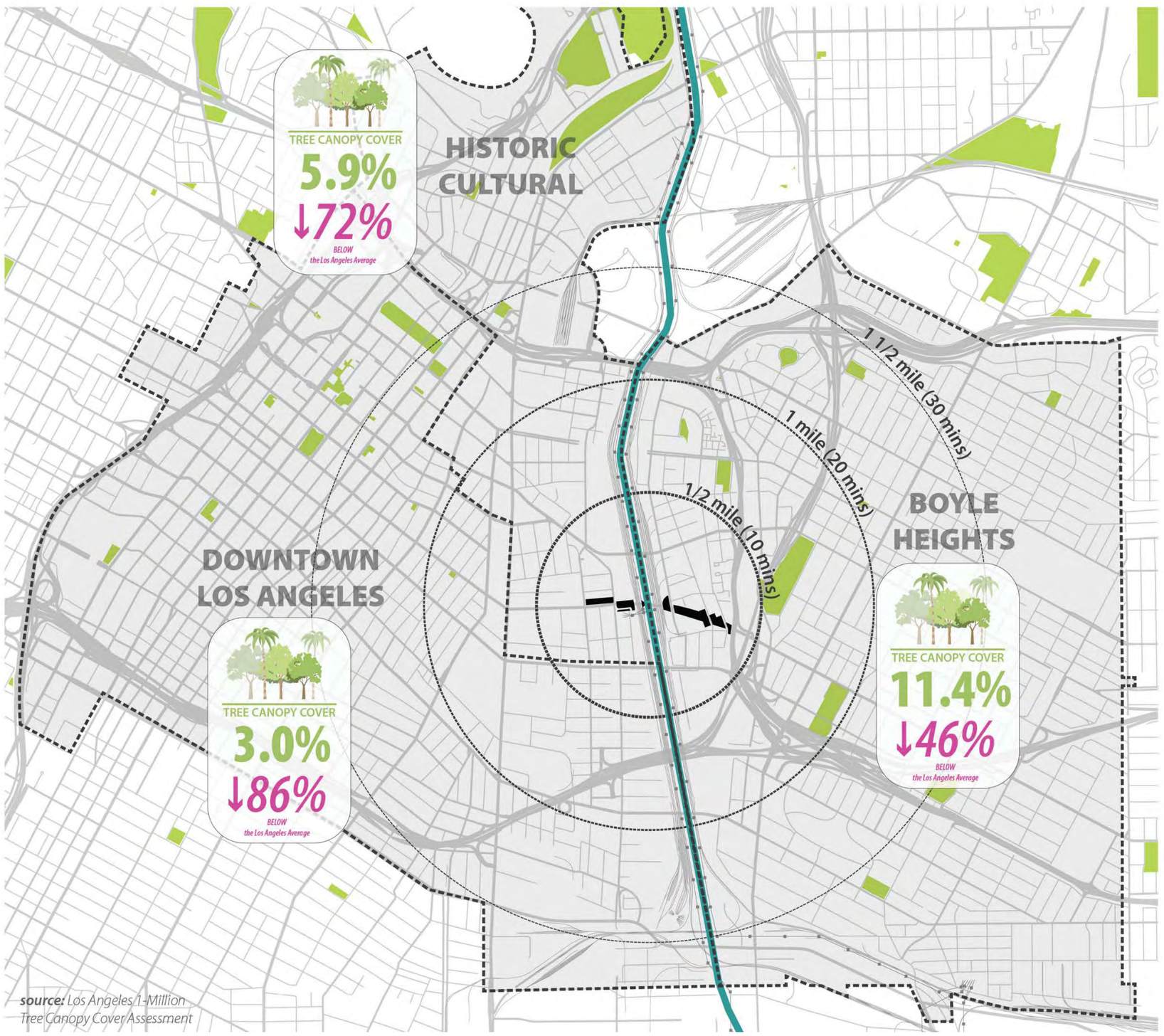
TERRENO DEL PARQUE

CITY OF LOS ANGELES



TREE CANOPY COVER

21%

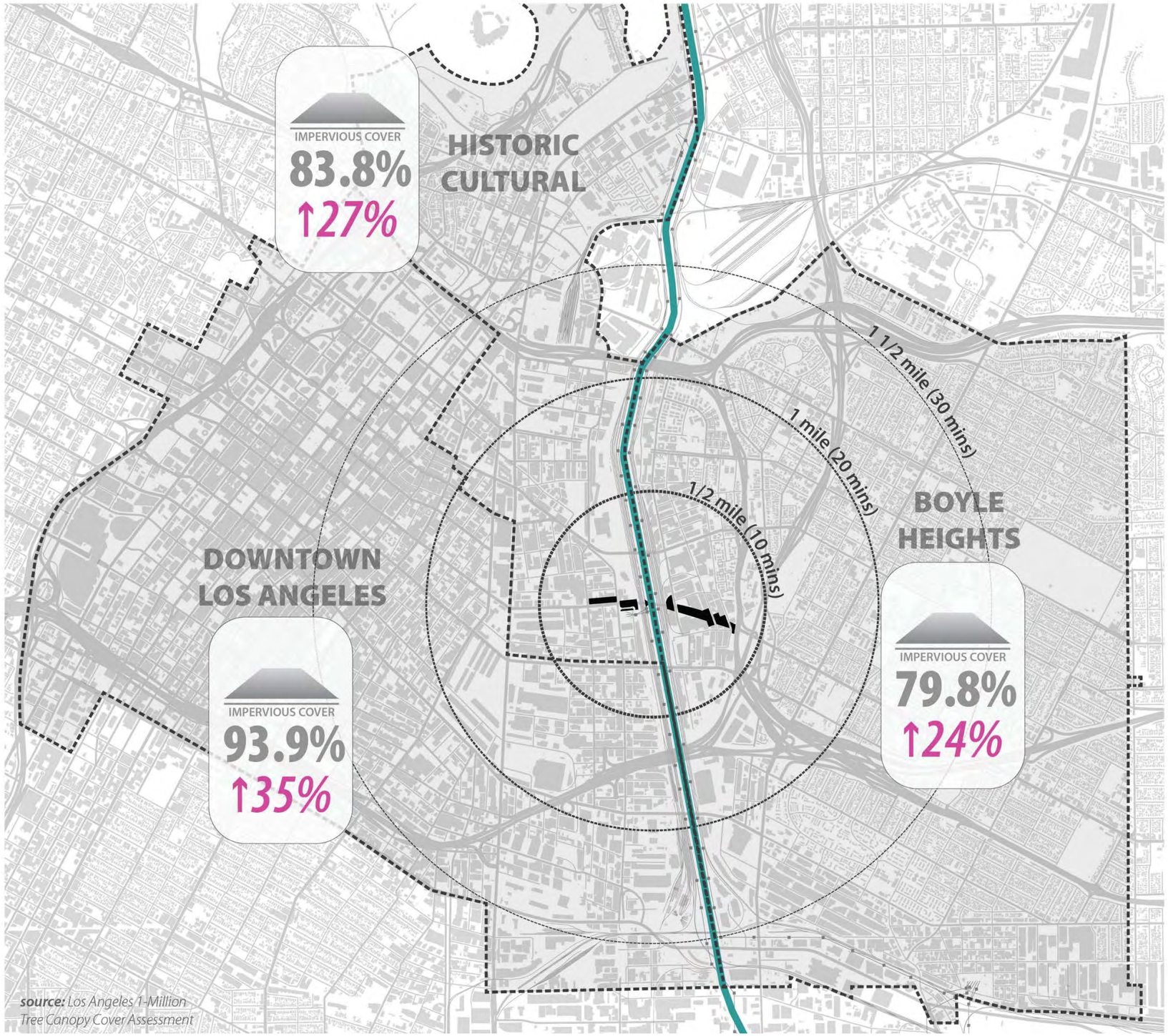


source: *Los Angeles 1-Million Tree Canopy Cover Assessment*

TERRENO DEL PARQUE

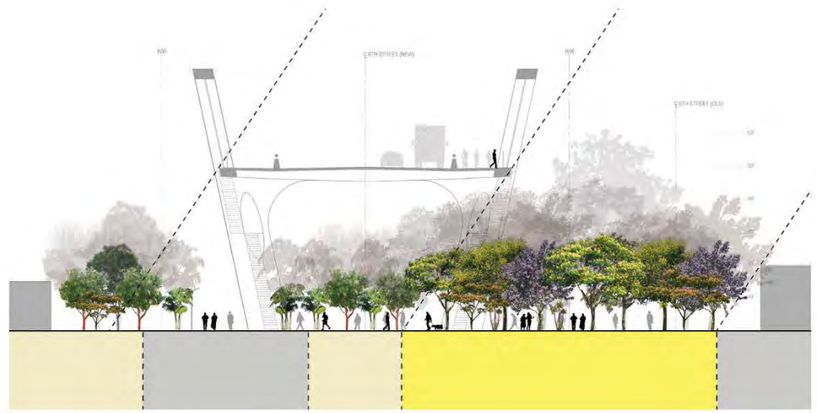
CITY OF LOS ANGELES

IMPERVIOUS COVER
61%



source: *Los Angeles 1-Million Tree Canopy Cover Assessment*

TERRENO DEL PARQUE

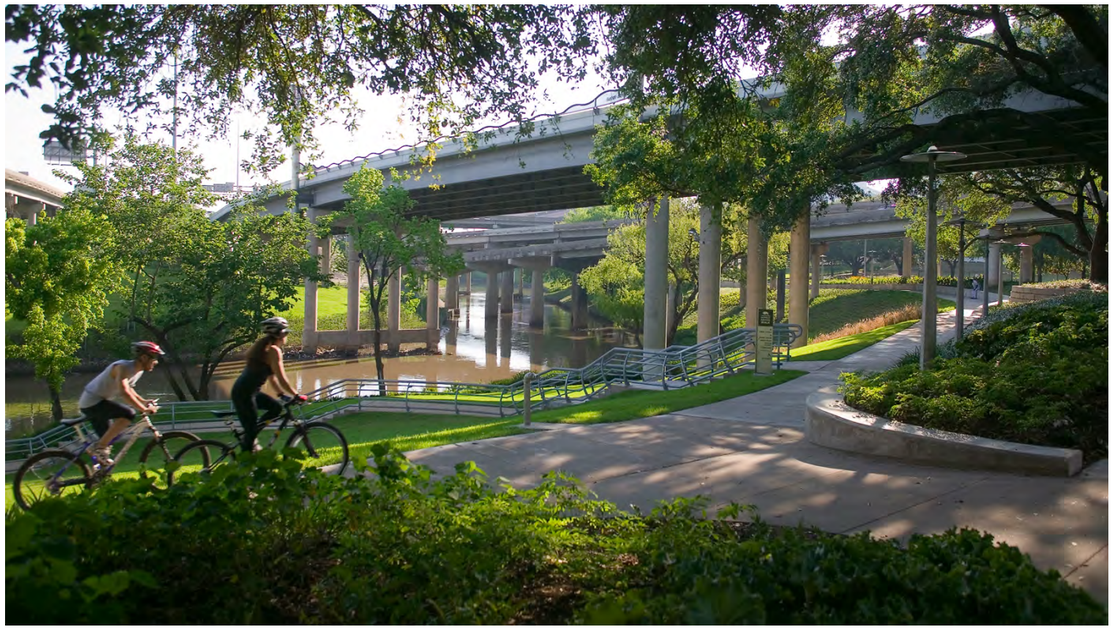


LOS TIPOS DE PAISAJES Y EL PABELLÓN DE LOS ÁRBOLES TIENEN UNA RELACIÓN DIRECTA CON EL SOL Y LA SOMBRA SOBRE LA

Cambiando las Sombras del Invierno, Primavera/Otoño y Verano, dando como resultado un diagrama que muestra las áreas de menos y más sombras.

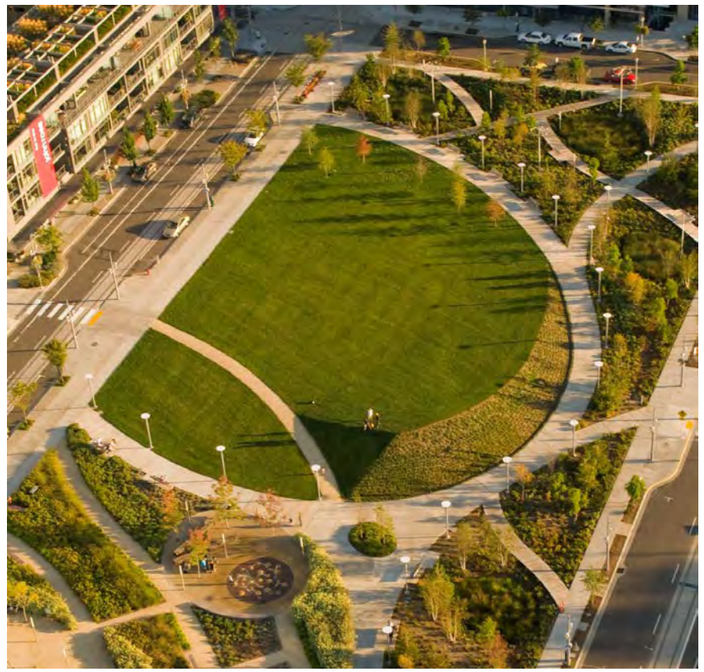
LEAST SHADE → MOST SHADE

PRECEPCION GENERAL Y VISTAS











PERCEPCION GENERAL Y VISTAS



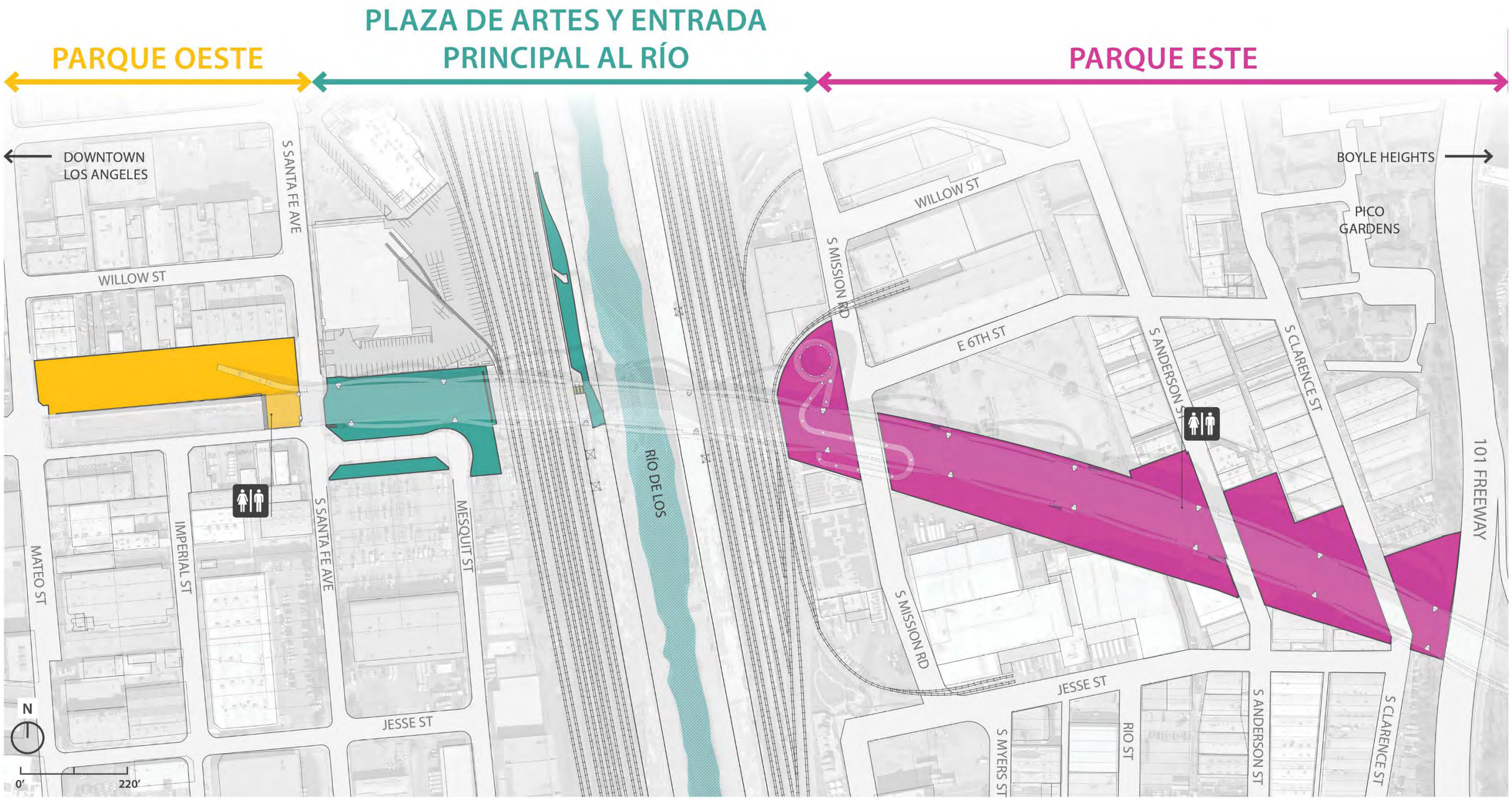






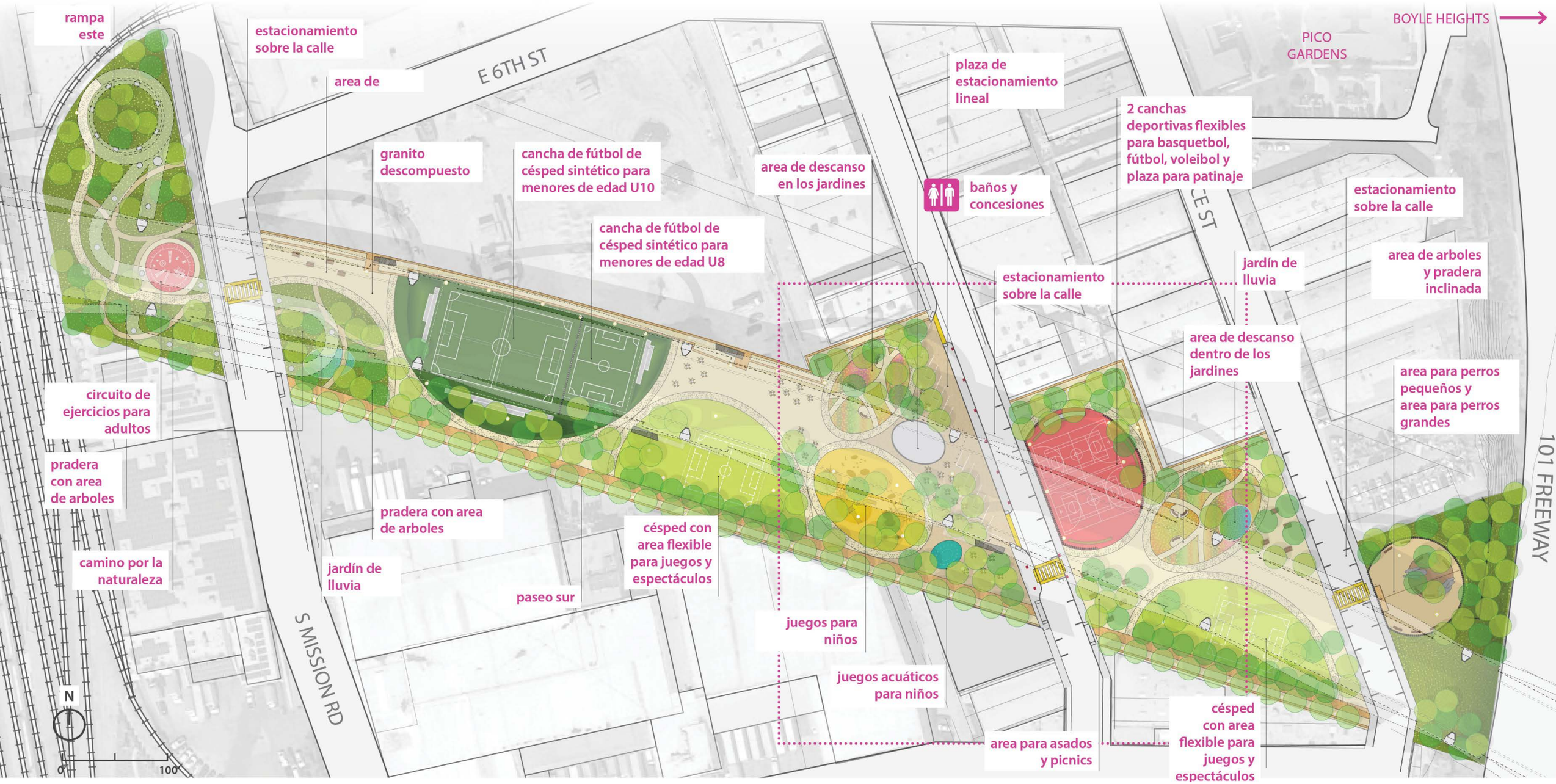


CONCEPTO EN GENERAL



PARQUE ESTE

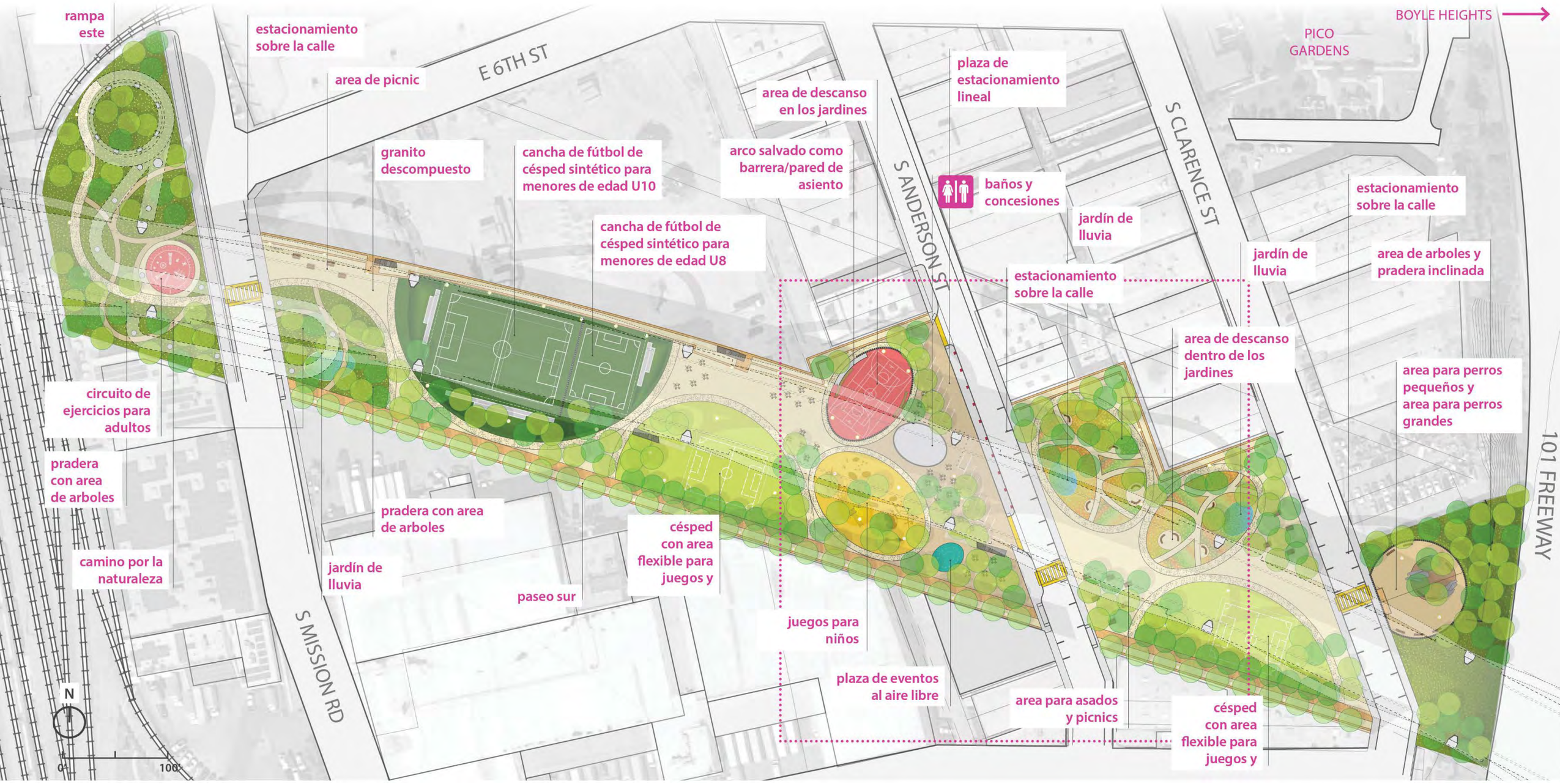
OPCION 01: ENFOQUE DEPORTIVO



OPCION 02: ENFOCADO EN LA NATURALEZA

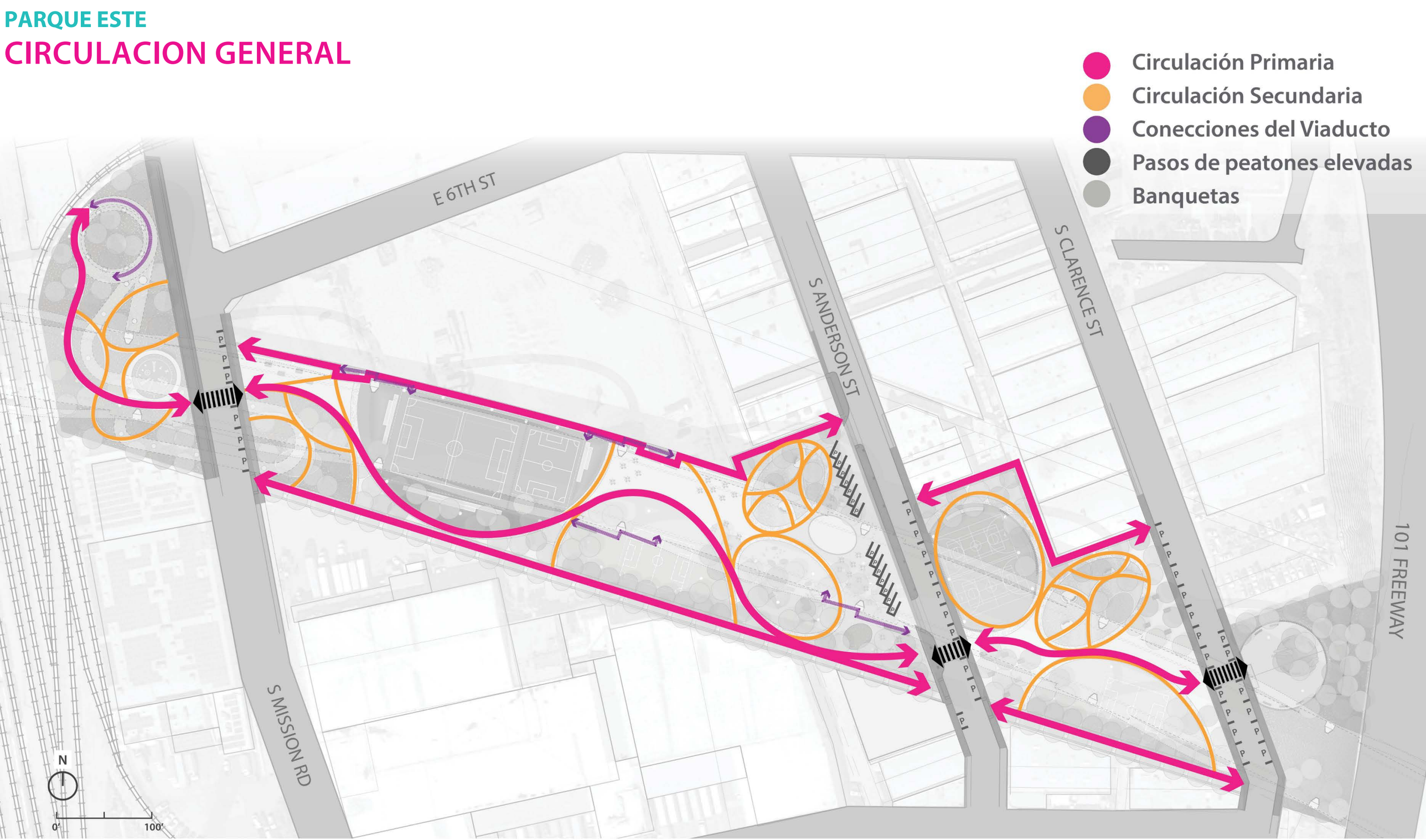


OPTION 03: EQUILIBRIO



PARQUE ESTE

CIRCULACION GENERAL



PARQUE ESTE

VISTA DESDE LA RAMPA



PARQUE ESTE

VISTA DE LOS CAMPOS DEPORTIVOS



PARQUE ESTE

VISTA DE LA PLAZA Y JUEGOS DE AGUA



PARQUE ESTE

VISTA HACIA BOYLE HEIGHTS

01 ENFOCADO EN EL DEPORTE



02 ENFOCADO EN LA NATURALEZA



03 EQUILIBRADO





PARQUE ESTE

VISTA HACIA BOYLE HEIGHTS

01 ENFOCADO EN EL DEPORTE



02 ENFOCADO EN LA NATURALEZA



03 EQUILIBRADO





PARQUE ESTE

VISTA HACIA BOYLE HEIGHTS

01 ENFOCADO EN EL DEPORTE



02 ENFOCADO EN LA NATURALEZA



03 EQUILIBRADO





PARQUE ESTE

VISTA DESDE LA CALLE CLARENCE

01 ENFOCADO EN EL DEPORTE

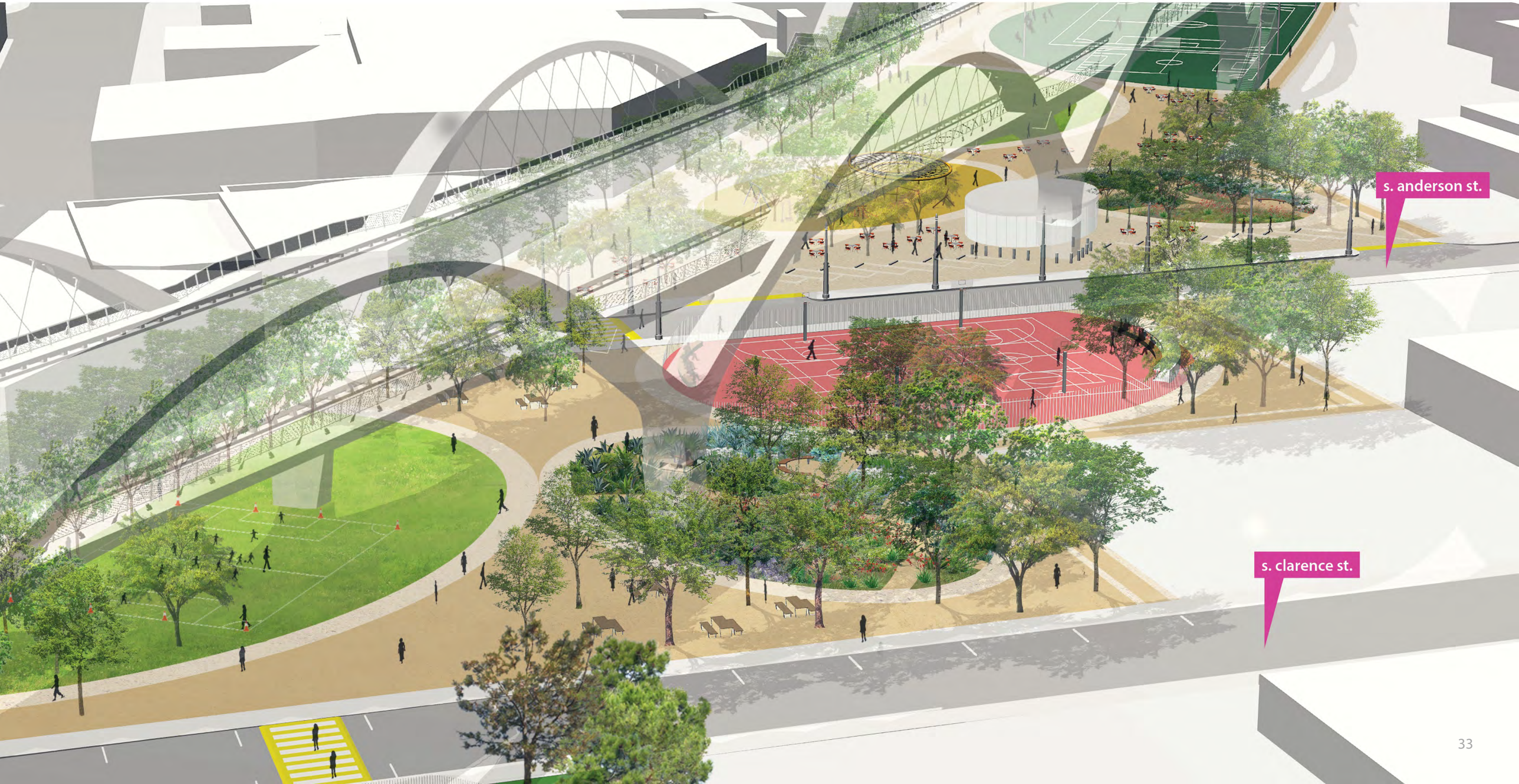


02 ENFOCADO EN LA NATURALEZA



03 EQUILIBRADO





PARQUE ESTE

VISTA DESDE LA CALLE CLARENCE

01 ENFOCADO EN EL DEPORTE



02 ENFOCADO EN LA NATURALEZA



03 EQUILIBRADO





PARQUE ESTE

VISTA DESDE LA CALLE CLARENCE

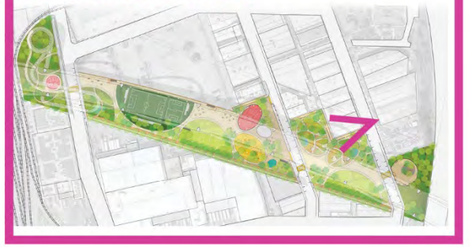
01 ENFOCADO EN EL DEPORTE



02 ENFOCADO EN LA NATURALEZA



03 EQUILIBRADO



PARQUE ESTE

VISTA DE JUEGO PARA PERROS Y PRADERA INCLINADA



s. clarence st.

SU HISTORIA

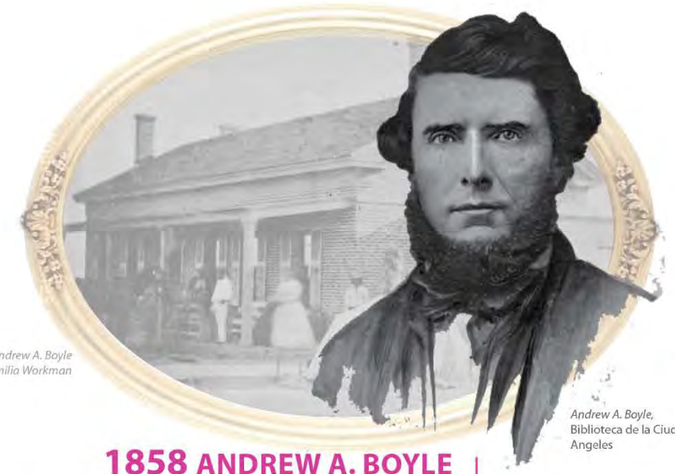
ANTES DE 1781 POPULACION INDIGENA

Los indígenas, frecuentemente referidos como los Kizh, Tongva y Gabrieleños, ocuparon la región hace aproximadamente 3,500 años. Se estima que la región fue habitada anteriormente desde aproximadamente el año 8,000 a.c. Lamentablemente, la población indígena fue disminuyendo significativamente hasta llegar al año 1900, pero sus descendientes aún mantienen aspectos de su cultura.

Sur de California No. 17, alrededor del año 1872, Henry T. Payne. Colección Robert N. Dennis vistas estereocópicas de la Colección de la Biblioteca Pública de Nueva York.



1814 IGLESIA CATOLICA DE NUESTRA SEÑORA *La primera iglesia fundada por los españoles.*



Casa Andrew A. Boyle
Colección de la Familia Workman

Andrew A. Boyle,
Biblioteca de la Ciudad de Los Angeles

1858 ANDREW A. BOYLE

Andrew Boyle, inmigrante nacido en Irlanda, compró el Paredón Blanco tracto ubicado en el este de Los Angeles donde construyó una residencia para su familia.



Asilo Orfanato, en el año 1930
Bibliotecas de USC, Fotografías del Los Angeles ExaminerColección 1920-1961

Regalos Navideños para Huérfanos, 1936
Biblioteca Pública de la Ciudad de Los Angeles

1891 ORFANATO

Asilo de Huérfanos de Los Angeles en Boyle Heights (cerca de la Avenida Boyle y la Calle Siete). El cual funciona durante seis décadas.



Iglesia Católica de St. Mary's por el año 1925
Biblioteca de la Ciudad de Los Angeles

1897 PRIMERA IGLESIA CATOLICA EN BOYLE HEIGHTS

Se establece la iglesia St. Mary's. Ofreciendo servicios principalmente a una parroquia anglo saxona compuesta de italianos y católicos de descendencia

DEMOGRAFIA DE 1870

Por primera vez en Los Angeles, la cantidad de Anglo-Americanos excede la población compuesta de españoles, mexicanos y nativos americanos.

1882 ACTA DE EXCLUSION DE LOS CHINOS

La demanda por trabajadores después del Acta de Exclusión de los Chinos resultó en el reclutamiento de trabajadores japoneses los cuales se establecieron en Boyle Heights.

1780 1790 1800 1810 1820 1830 1840 1850 1860 1870 1880 1890 19

1781 ASENTAMIENTO EUROPEO

11 familias y 44 individuos establecieron y fundaron el Pueblo de Nuestra Señora la Reina de Los Angeles, un asentamiento civil español que a través del tiempo se fue conociendo como Los Angeles. Los fundadores de descendencia mixta incluían muchos de descendencia africana. El Paredón Blanco fue el nombre de la área que eventualmente fue conocida como la comunidad de Boyle Heights.



Pio Pico y su familia, 1852
Museo Natural de Historia de Los Angeles

1542 DESCUBRIMIENTO EUROPEO

Llega Juan Carrillo, un portugués que fue explorador para España y descubre una población indígena.

1821 MEXICO SE INDEPENDIZA DE ESPAÑA

La independencia de México inicia una época de crecimiento de población y economía para el poblado de Los Angeles. El Antiguo Camino Español (Old Spanish Trail) que conectaba Nuevo México con Los Angeles llega a su máximo entre 1829 y 1848.

1850 CALIFORNIA ES DECLARADO UN ESTADO DE LA UNION AMERICANA

México cede California a los Estados Unidos en 1848. La población de Los Angeles aún se mantiene mayoritariamente española, mexicana y nativo americana.

EN LOS 1870S EL PRIMER PUENTE CRUZA EL RIO DE LOS ANGELES

Se construye sobre la Calle Macy (actualmente Avenida César Chávez).

Sello de California 1928. Marc Rowe
Archivo del Estado de California, Sacramento.



1880S EPOCA DE GLORIA DE LOS 80S

La población de Los Angeles crece cinco veces más durante esta década y dobla durante la próxima década.

1917 LA FUNDACION DE BOYLE HEIGHTS

En 1875, pocos años después de que Andrew Boyle hereda el Paredón Blanco a su hija María y su esposo William H. Workman, Workman subdivide parte de la propiedad nombrándolo Boyle Heights, junto con el banquero Isaías W. Hellman y el comerciante John Lazzaravich. Boyle Heights es conocida como una comunidad de moda durante el resto del siglo XIX.



Fotografía Estereoscópica, de los 1870s, Henry T. Payne, Workman and Temple Family Homestead Museum, City of Industry, CA

Vista aerea de Los Angeles, 1877 por E.S. Grover. Biblioteca del Congreso, Divisiones de Mapas y Geografía



Lugar de trabajo de Boyle Workman, 1865, por Lemuel Ellis Biblioteca Pública de la Ciudad de Los Angeles

Los Cincuenta Años de Matrimonio de María y William H. Workman, 1917. Colección Familia Workman

SU HISTORIA



Letrero del vecindario de Boyle Heights, alrededor de 1990, Yolanda Guerra "Sombras" de los Archivos de Los Angeles, Biblioteca Pública de la Ciudad de Los Angeles

Congregación Talmud Torah, 1964
Biblioteca Pública de la Ciudad de Los Angeles
Colección Security Pacific National Bank



Casa Judía para Ancianos, 1942
Biblioteca Pública de Los Angeles



Piscina para niños, Aliso Village, 1945
Biblioteca Pública de la Ciudad de Los Angeles

Proyectos de Vivienda de Aliso Village, 1942
Biblioteca Pública de la Ciudad de Los Angeles



Alice Greenfield McGrath vuelve a visitar una escena de las Manifestaciones "Zoot Suite," 1943 y Edward James Olmos, Archivos Fotográficos de Los Angeles Times (Colección 1429). Colección Especial de la Biblioteca de UCLA, Biblioteca de Investigaciones Charles E. Young UCLA.

1943 MANIFESTACIONES ZOOT SUIT

Nacen los conflictos en Los Angeles entre mexicano-estadounidense y jóvenes afro-americanos y militares americanos.

1942 ALISO VILLAGE

El área conocido como "Russian Flats" es destruida y reconstruida como Aliso Village, un programa de vivienda pública compuesta de población étnicamente mixta diseñado al estilo del movimiento "ciudad jardín" de Lloyd Wright, hijo de Frank Lloyd Wright. Aliso Village tuvo gran éxito durante sus primeras dos décadas.

1920 ALFLUENCIA JUDÍA

A partir de la Primera Guerra Mundial, Boyle Heights recibe una gran afluencia departe de la comunidad judía. Boyle Heights tenía una sinagoga muy activa y una población judía que era más grande que cualquiera al oeste de Chicago.

1900-17

Una migración masiva a los Estados Unidos ocurre entre 1900 y 1917, muchos inmigrantes llegan a Los Angeles y el vecindario multi-étnico de Boyle Heights.

1906 EL TERREMOTO DE SAN FRANCISCO

Una cantidad de japoneses americanos huyeron de San Francisco después del terremoto de 1906. Muchos de ellos llegaron a Los Angeles y algunos se establecieron en Boyle Heights, muchos más establecieron Little Tokyo al otro lado del Río.

1910 REVOLUCION MEXICANA

Durante la década de la revolución, muchos mexicanos emigraron a los Estados Unidos. Algunos llegaron a Boyle Heights donde se establecieron.

1904 RUSSIAN FLATS

Miembros de la comunidad Molokan de la iglesia rusa ortodoxa huyen de la persecución del gobierno ruso. Muchos llegan al vecindario de Boyle Heights donde forman una comunidad conocida como Russian Flats.

1908 HERENCIA INDUSTRIAL

Las leyes de zonificación establecidas en 1908 intentaban proteger a las comunidades del lado oeste de Los Angeles de desarrollo industrial. A cambio, edificios industriales pequeños y medianos se ubicaron del lado este, en comunidades como Boyle Heights.



Molokane de Caucasus, 191
Colección Digital de la Biblioteca Pública de Nueva York

1910-33 PUENTES DEL LADO ESTE DEL RIO DE LOS ANGELES

Durante 1910 al 1933 se construyeron seis puentes que cruzan el Río de Los Angeles conectando vecindarios del este con el centro de Los Angeles.



El Viaducto de la Calle Seis cruzando sobre el Río de Los Angeles, 1933 por Jensen, Bibliotecas de USC, Colección de Fotografías de Los Angeles Examiner, 1920-1961.

1942 ORDEN EJECUTIVA 9066

Poco tiempo después de que los Estados Unidos entrara a la Segunda Guerra Mundial el Presidente Franklin D. Roosevelt firma la Orden Ejecutiva 9066, la internación forzada y separación de sus comunidades de los japoneses-americanos de la costa oeste.

1942 EL PROGRAMA BRACERO

Un acuerdo laboral entre México y los Estados Unidos trae varios millones de trabajadores mexicanos al país para cubrir la falta de mano de obra durante la guerra.



Trabajando en los Campos., 1956 y Bracero trabajando con una azada, 1956.
Fotografías y Album de Recortes de Leonard Nadel. Centro de Archivos, Museo Nacional de Historia, Instituto Smithsonian.

REPATRACÍON DE LOS MEXICANOS 1930S

Actas anti-inmigrantes y la pobreza de los años 30 es causa de la deportación de muchos mexicano-estadounidense al igual que prohibición de la inmigración de muchos asiáticos y Europeos del este.

PARQUE ESTE

SU HISTORIA

1945 CRECIMIENTO DESPUES DE LA GUERRA

La expansión económica y la ola de inversión en infraestructura inicia a partir del fin de la Segunda Guerra Mundial.

1962 ESTADIO DE LOS DODGERS

Colinas fueron removidas durante el proceso de excavación del Estadio de los Dodgers ubicado en el tracto anteriormente conocido como Chávez Ravine.



Desalojo en Chávez Ravine, 1959 y el Inicio de Excavación, 1959
Colección Herald Examiner, Biblioteca Pública de Los Angeles.

1950 CHAVEZ RAVINE

Con el poder de dominio eminente, la Ciudad de Los Angeles elimina un barrio tradicionalmente histórico de mexicano-estadounidense en lo que anteriormente era un vecindario de 300 acres llamado Chávez Ravine. La intención de compra era crear un proyecto de vivienda pública. Sin embargo, durante el ambiente político anti-comunista de los años 50 el contrato se disolvió. En un trato controversial, el tracto fue vendido a los Dodgers de Brooklyn. Todos los residentes anteriores fueron desalojados, muchos de ellos al vecindario cercano y diverso de Boyle Heights.



1974 MOVIMIENTO DE ARTE CHICANO

El movimiento de arte chicano en Los Angeles llega a su cumbre. Arte chicano es exhibido por primera vez en el Museo de Arte del Condado de Los Angeles (LACMA). Arte chicano cubre paredes por todas las areas de Boyle Heights.

Pancho Villa y Emiliano Zapata en "Los Cuatro Grandes" 1993. Ernesto de la Loza, El Conservatorio de Murales de Los Angeles.



2017 DEMOGRÁFICAS DE BOYLE HEIGHTS

A partir del censo de 2010, el 94% de Boyle Heights es de origen hispano.

1999 PICO GARDENS

Se completa el proyecto de vivienda pública Pico Gardens.

2003 PUEBLO DEL SOL

Se completa el proyecto de vivienda pública Pueblo del Sol.



Diego Moderno
Fabian Debora, cortesía del artista.

1950 **19**60 **19**70 **19**80 **19**90 **20**00 **20**10 **20**20

1960 5 FREEWAY

La carretera Inter-estatal 5 es terminada.

1948 101 FREEWAY

La carretera U.S. 101 es terminada

1946 10 FREEWAY

La carretera Inter-estatal 10 es terminada.

1965 60 FREEWAY

La ruta estatal 60 es terminada. Durante el proceso, el vecindario de Hollenbeck fue arrasado.

1970s

Al inicio de los años 70s, Boyle Heights se vuelve predominantemente mexicano-estadounidense

1999 DEMOLICION DE ALISO VILLAGE

Aliso Village es demolida para crear espacio para el desarrollo del proyecto de vivienda Pueblo del Sol. Esto resultó en la reducción del cincuenta por ciento de unidades creados en el estilo de planificación llamado Nuevo Urbanista.

2009 TREN LIGERO PICO/ALISO

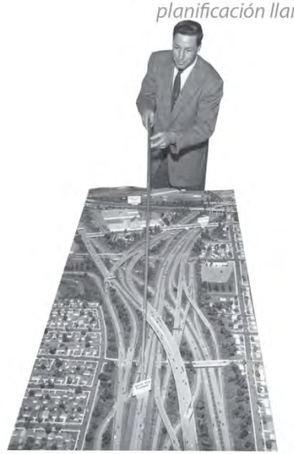
Se completa la estación de tren ligero Pico/Aliso.

1946-1965 EL INTERCAMBIO DE CUATRO CARRETERAS EN EL ESTE DE LOS ANGELES

Considerado como una obra maestra de ingeniería civil, este intercambio de cuatro carreteras fragmentaron y desplazaron las comunidades sobre las cuales se construyó. A través del tiempo se han convertido en una de las intercepciones de carreteras más transitadas del mundo.



Salida Próxima Boyle Heights
Fabian Debora, cortesía del artista



El ingeniero Heinz Heckeroth señala las características del modelo de carreteras del Sur de California, 1958. Archivos Fotográficos de Los Angeles Times (Colección 1429). Colección de la Biblioteca Especial de UCLA, Biblioteca de Investigaciones Charles E. Young, UCLA.

2016 DEMOLICION DEL VIADUCTO DE LA CALLE SEIS

El puente icónico de cemento, diseñado por Merrill Butler, Sr. fue demolido en 2016. El puente se consideraba defectuoso por reacciones de alkali-silica que estaban ocurriendo en el concreto del puente que tenía más de 80 años.



Hombre colocando la "Alcaldía de la Ciudad" dentro de un modelo de la Ciudad de Los Angeles en el año 1940. Biblioteca Digital de USC Colección de la Sociedad Histórica.

¿Cual es el resultado de este diseño?

CREA UNA PLATFORMA PARA QUE LA COMUNIDAD PUEDA EXPRESAR SU CULTURA ACTUAL

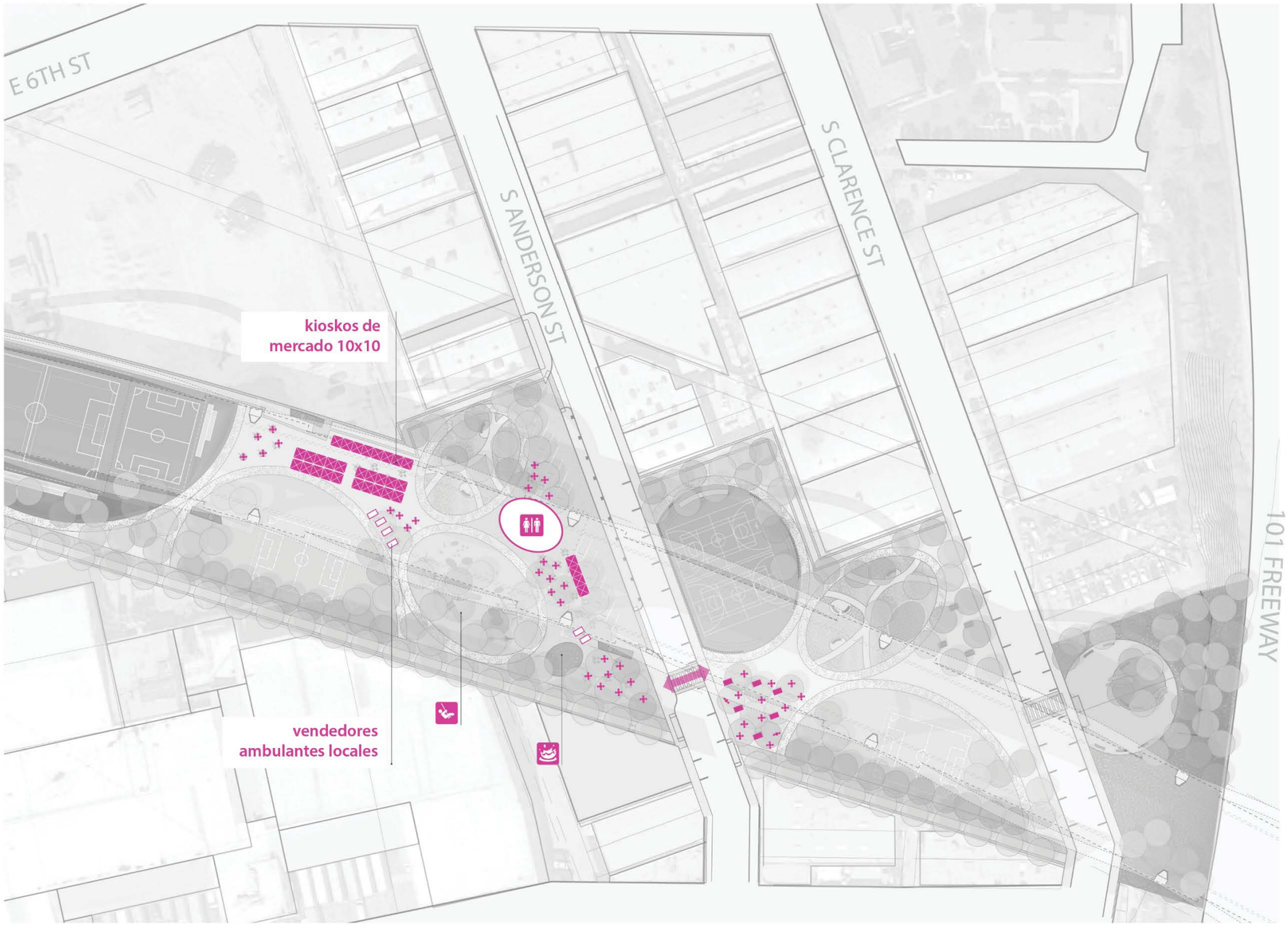
EVENTO Y SERVICIOS: MERCADO DE GRANJEROS









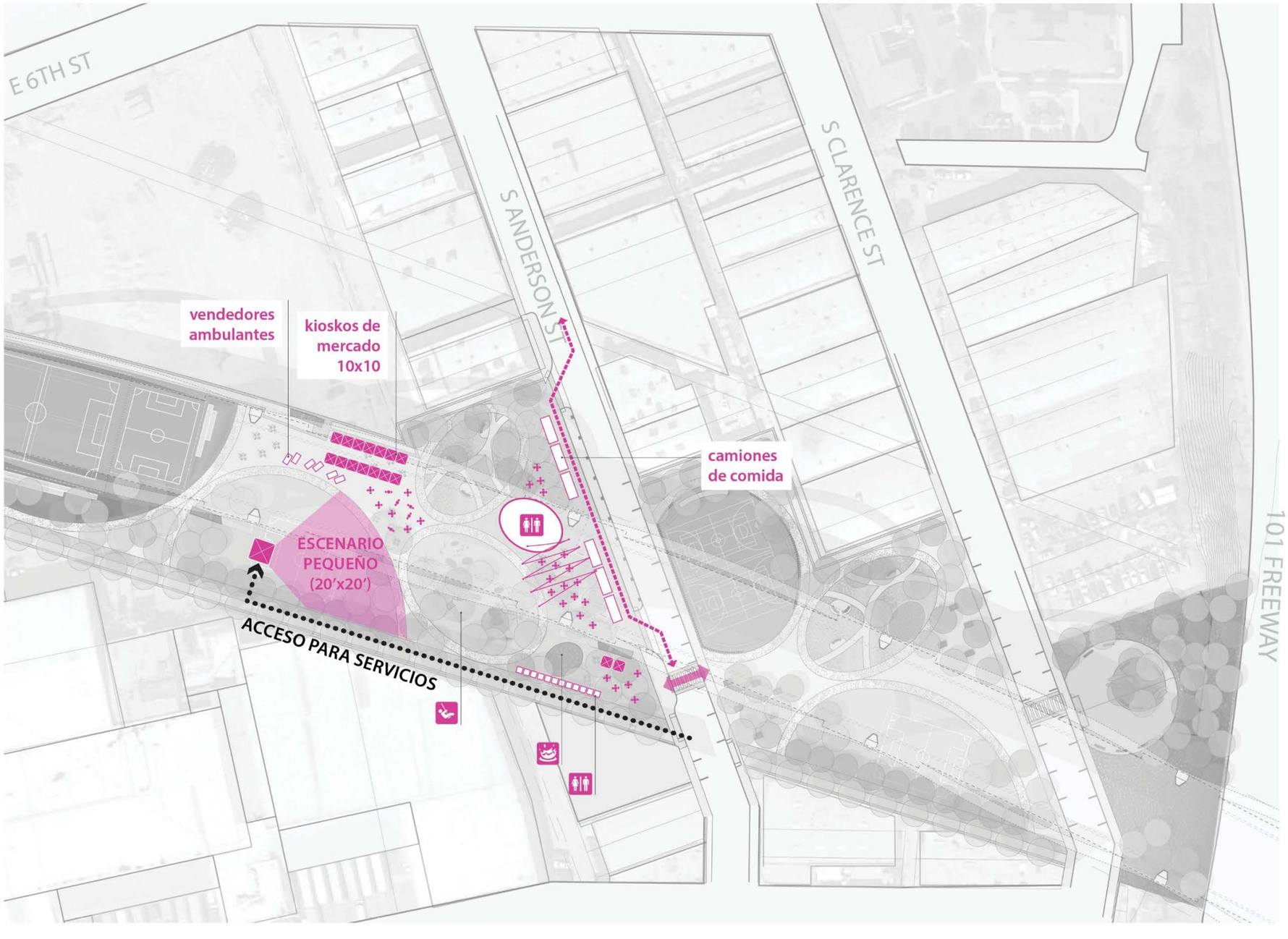


EVENTO Y SERVICIOS: FESTIVAL DEL MARIACHI







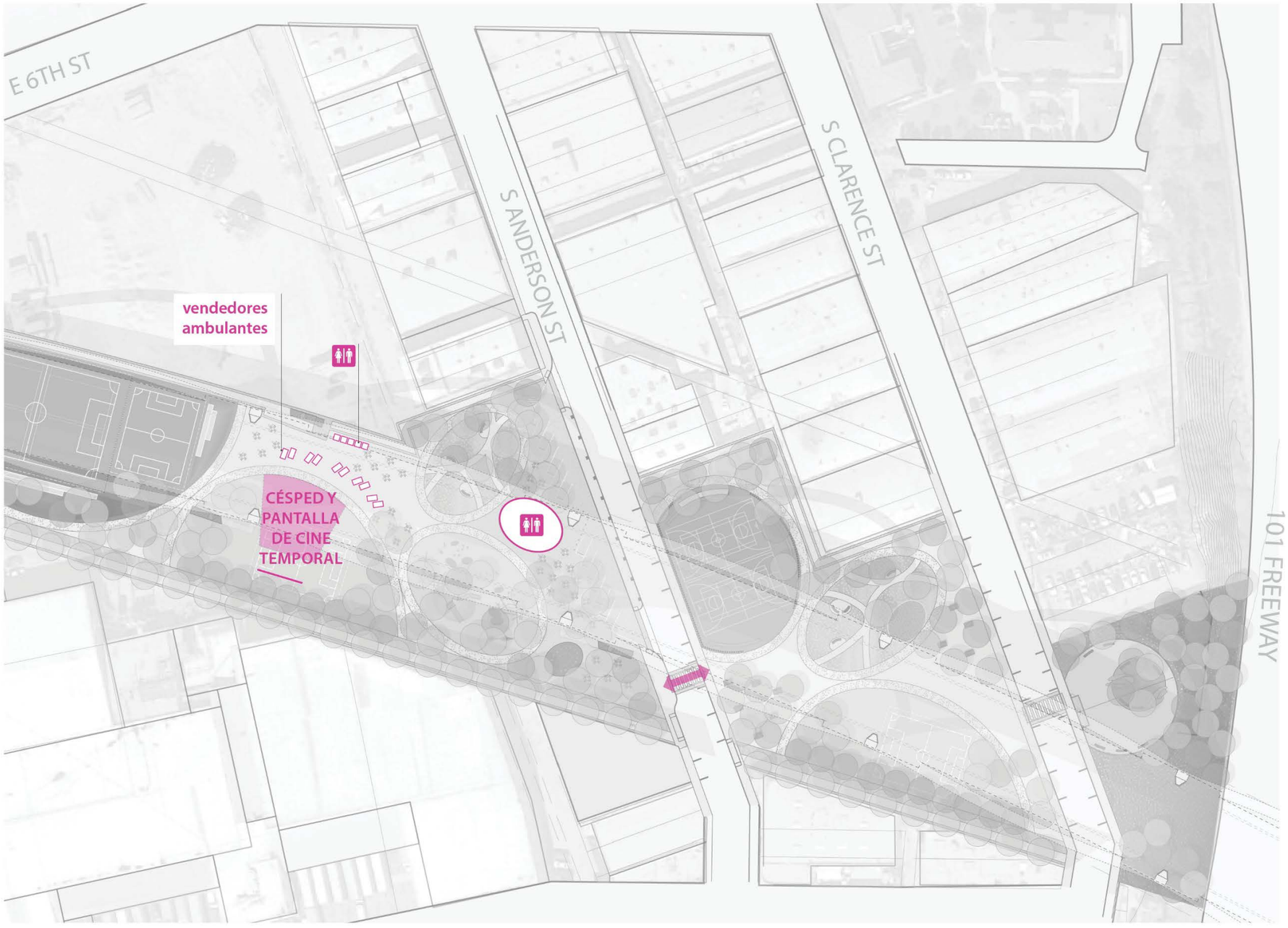


EVENTO Y SERVICIOS: NOCHES DE CINE





example flyer



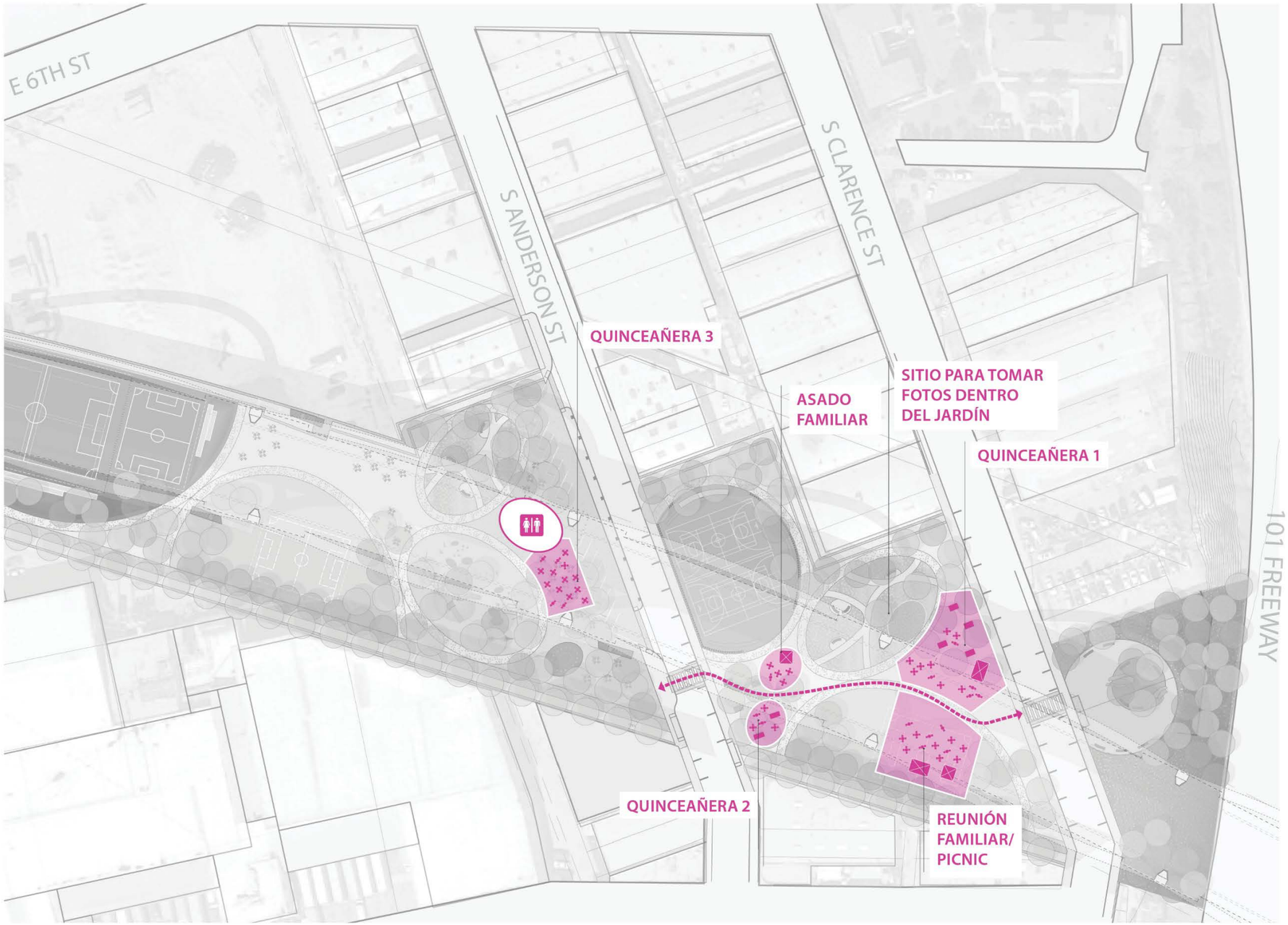
EVENTO Y SERVICIOS: QUINCEAÑERA / PICNIC / REUNIONES FAMILIARES











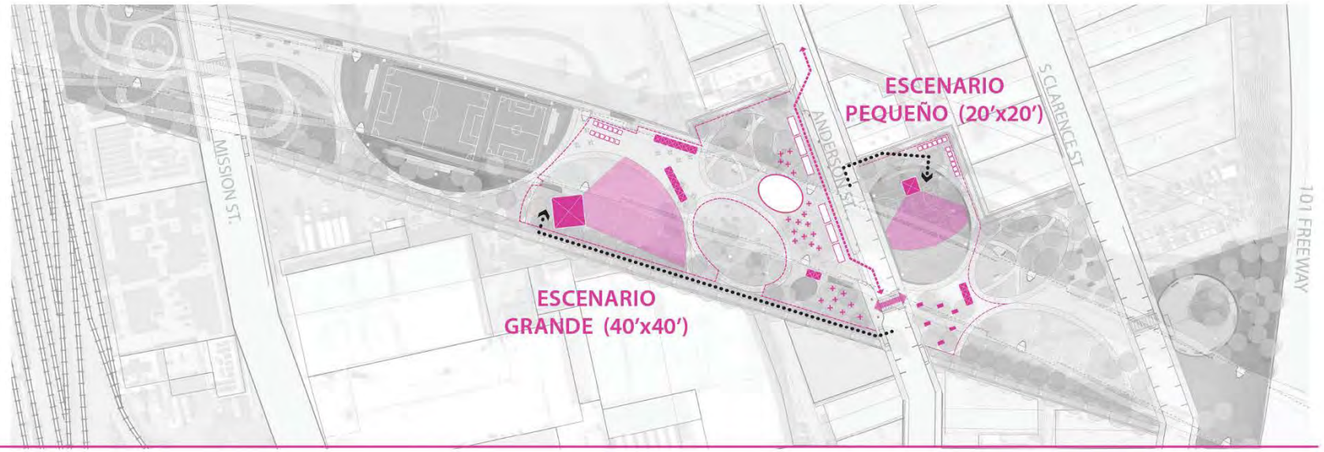
EVENTOS PEQUENOS

1,300 PERSONAS
Escenario 1 Capacidad de Asistencia
(based on 10sqft/ppl)

700 PERSONAS
Escenario 2 Capacidad de Asistencia
(based on 10sqft/ppl)

16	Kioskos
06	Carros de Comida
24	Baños portátiles Adicionales

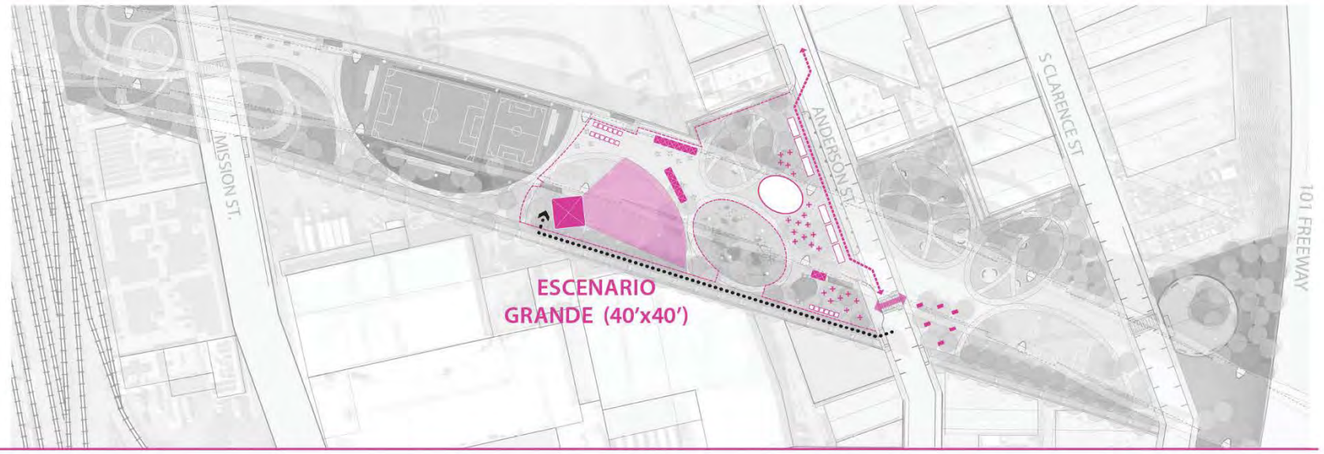
01 - ENFOCADO EN EL DEPORTE
2,000 Capacidad de Asistencia



1,300 PERSONAS
Escenario 1 Capacidad de Asistencia
(based on 10sqft/ppl)

13	Kioskos
06	Carros de Comida
18	Baños portátiles Adicionales

02 - ENFOCADO EN LA NATURALEZA
1,300 Capacidad de Asistencia



1,300 PERSONAS
Escenario 2 Capacidad de Asistencia
(based on 10sqft/ppl)

500 PERSONAS

13	Kioskos
06	Carros de Comida
18	Baños portátiles Adicionales

03 - EQUILIBRADO
1,800 Capacidad de Asistencia



EVENTOS GRANDES

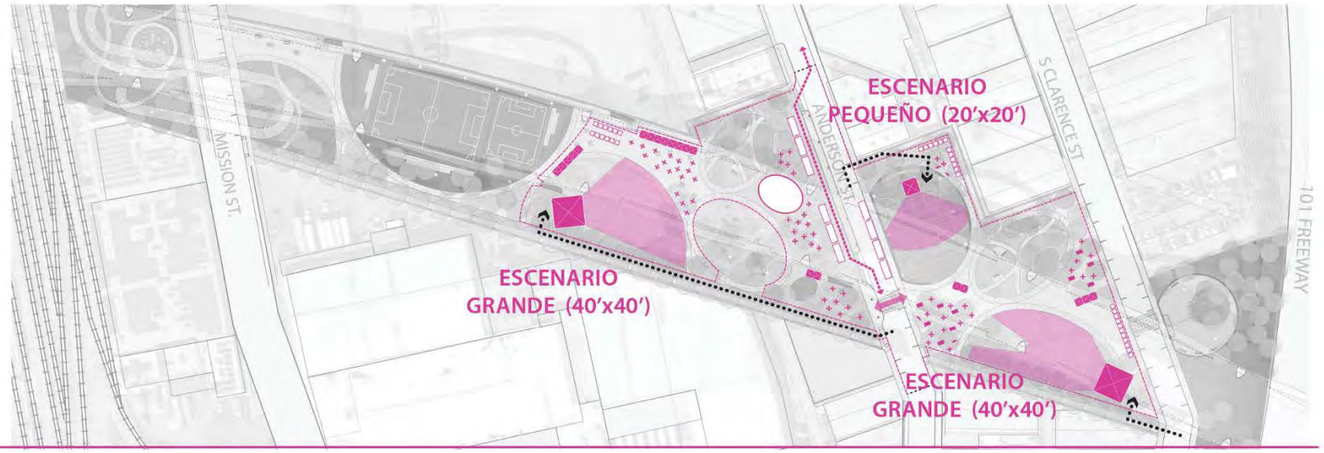
1,300 PERSONAS
Escenario 1 Capacidad de Asistencia
(based on 10sqft/ppl)

700 PERSONAS
Escenario 2 Capacidad de Asistencia
(based on 10sqft/ppl)

1,500 PERSONAS
Escenario 2 Capacidad de Asistencia
(based on 10sqft/ppl)

20 Kioskos
10 Carros de Comida
35 Baños portátiles Adicionales

01 - ENFOCADO EN EL DEPORTE
3,500 Capacidad de Asistencia

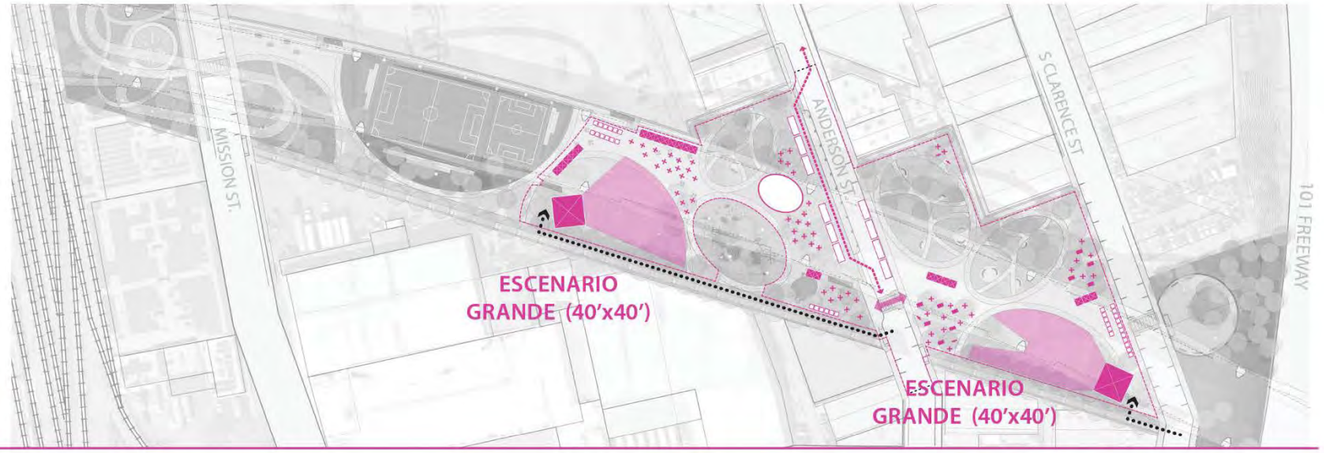


1,300 PERSONAS
Escenario 1 Capacidad de Asistencia
(based on 10sqft/ppl)

1,500 PERSONAS
Escenario 2 Capacidad de Asistencia
(based on 10sqft/ppl)

22 Kioskos
10 Carros de Comida
23 Baños portátiles Adicionales

02 - ENFOCADO EN LA NATURALEZA
1,800 Capacidad de Asistencia



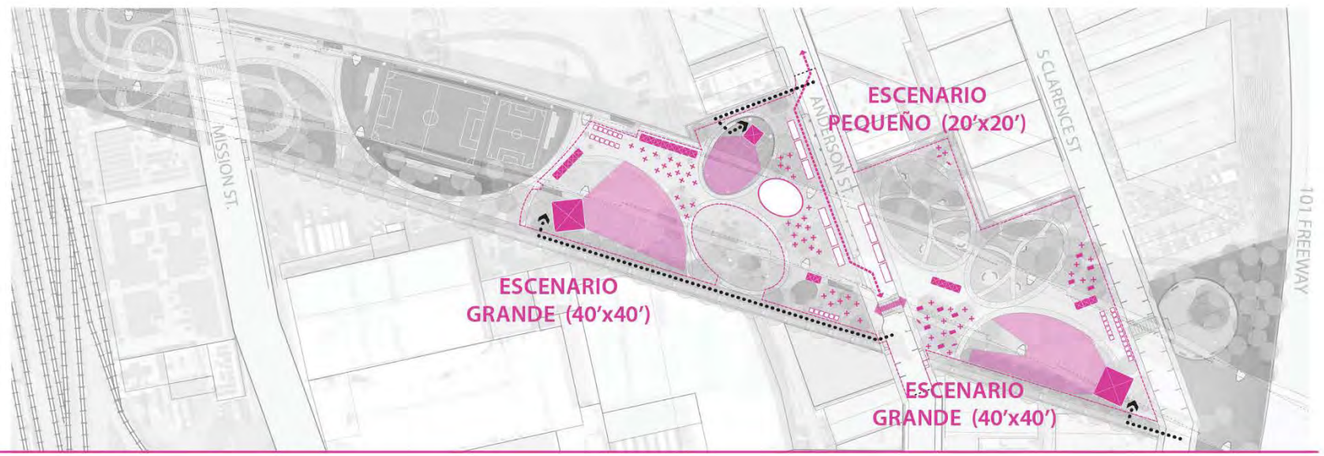
1,300 PERSONAS
Escenario 1 Capacidad de Asistencia
(based on 10sqft/ppl)

500 PERSONAS
Escenario 2 Capacidad de Asistencia
(based on 10sqft/ppl)

1,500PERSONAS
Escenario 2 Capacidad de Asistencia
(based on 10sqft/ppl)

22 Kioskos
10 Carros de Comida
29 Baños portátiles Adicionales

03 - BALANCED
3,300 Capacidad de Asistencia



EVENTOS DEPORTIVOS

01 - ENFOCADO EN EL DEPORTE

Torneo U6

10 CAMPOS U6

Torneo U8

5 CAMPOS U8

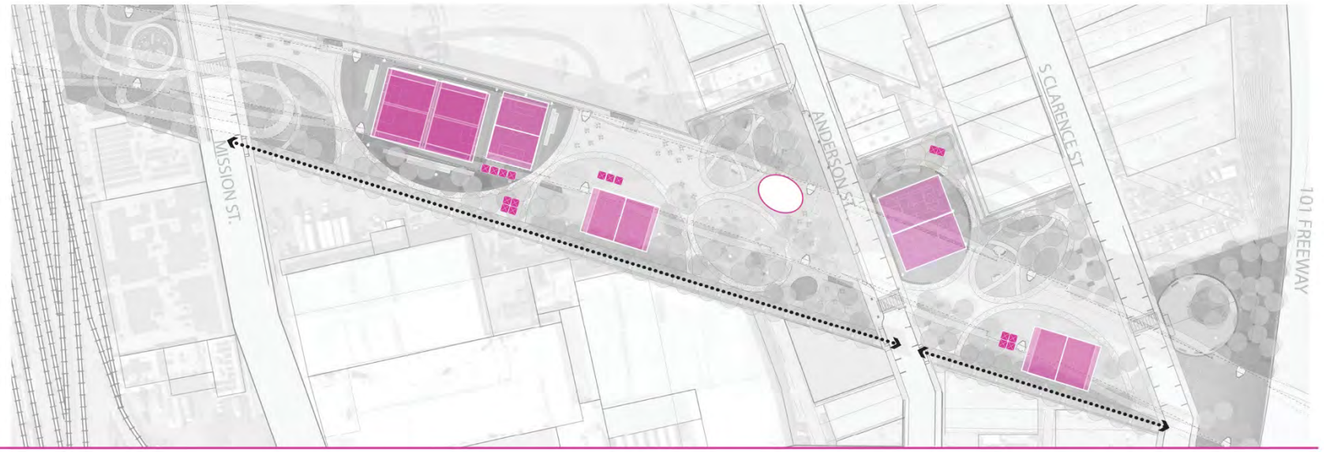
Torneo de Edades Mixtas

1 *CAMPO U10*

2 *CAMPOS U8*

2 *CAMPOS U6*

2 *PISTAS DE FÚTSOL*



02 - ENFOCADO EN LA NATURALEZA

Torneo U6

10 CAMPOS U6

Torneo U8

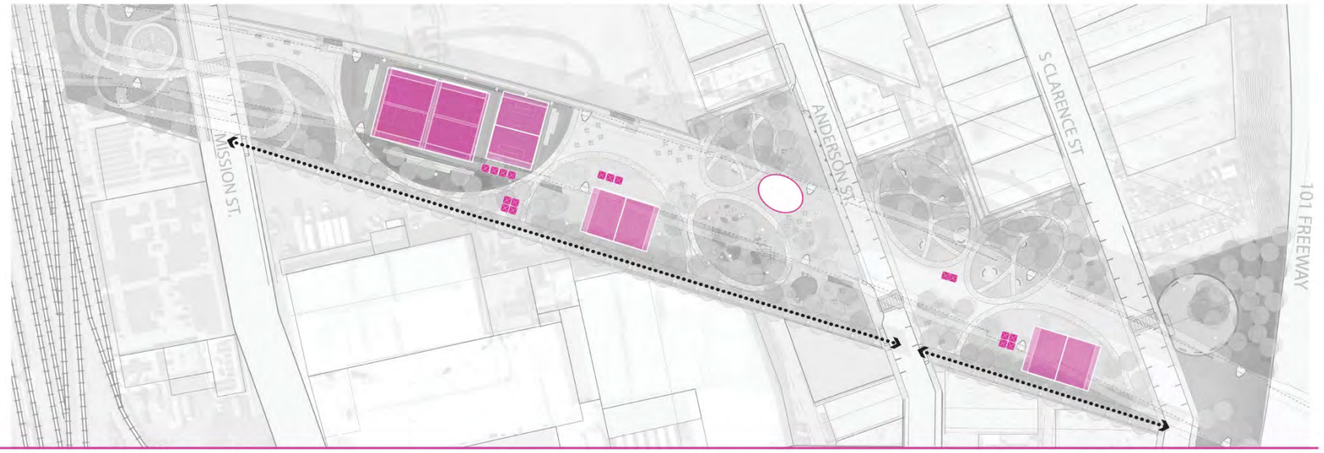
5 CAMPOS U8

Torneo de Edades Mixtas

1 *CAMPO U10*

2 *CAMPOS U8*

2 *CAMPOS U6*



03 - BALANCED

Torneo U6

10 CAMPOS U6

Torneo U8

5 CAMPOS U8

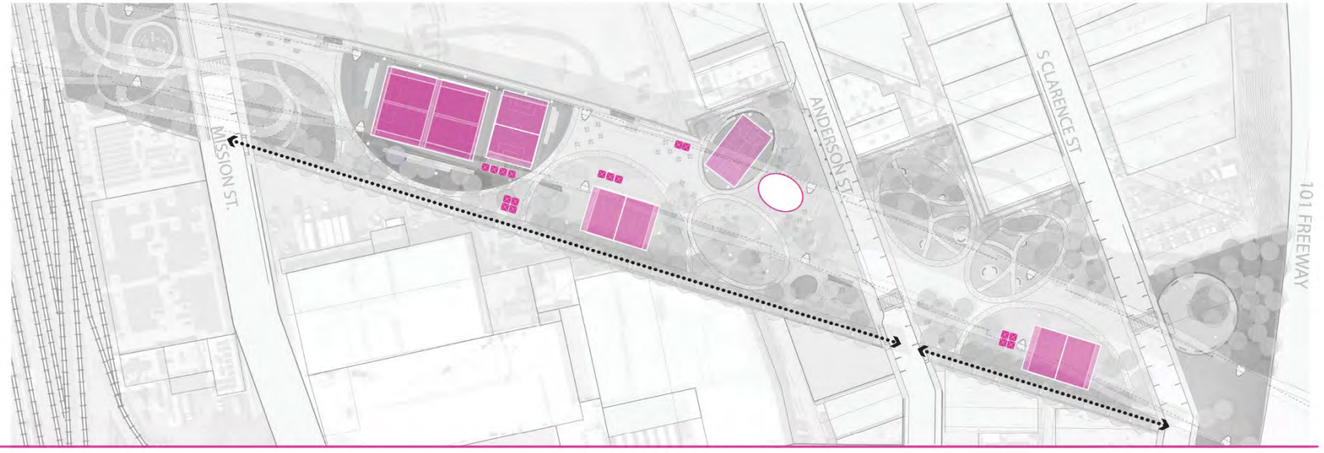
Torneo de Edades Mixtas

1 *CAMPO U10*

2 *CAMPOS U8*

2 *CAMPOS U6*

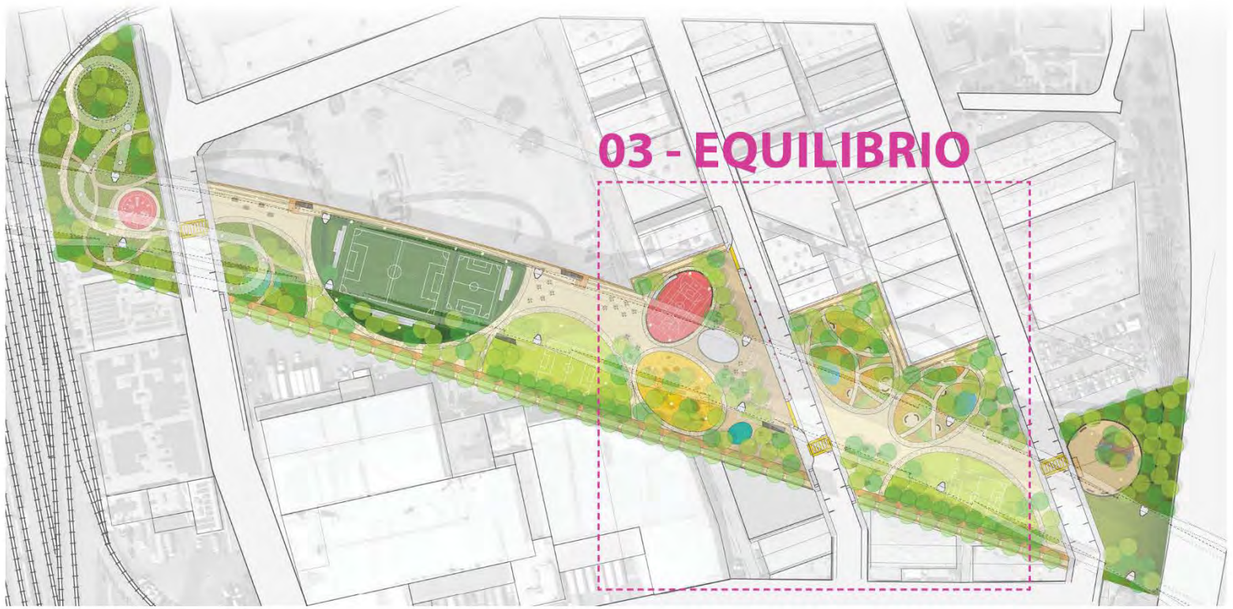
1 *PISTAS DE FÚTSOL*



RESUMEN


01 - ENFOCADO EN EL DEPORTE

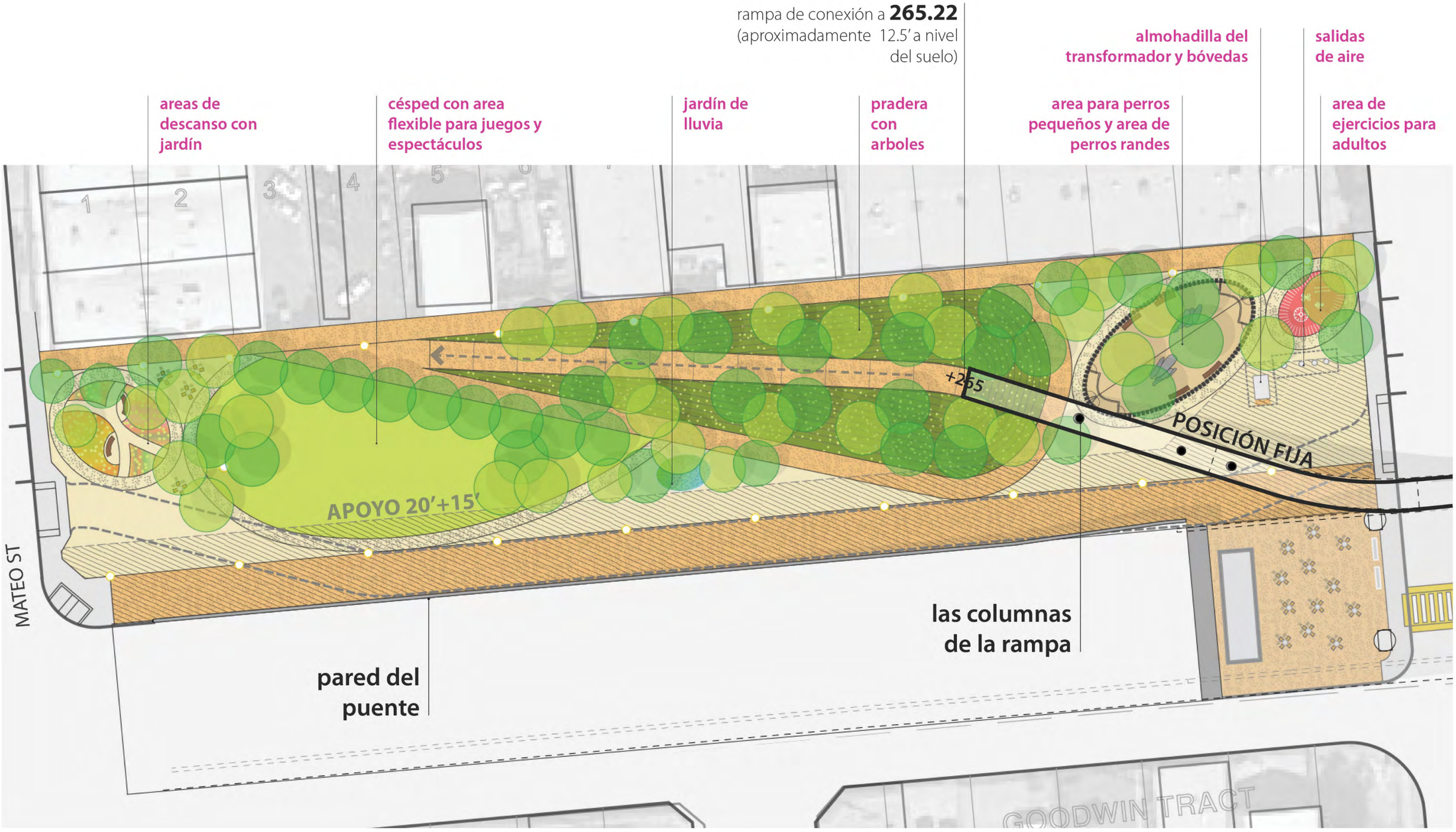

02 - ENFOCADO EN LA NATURALEZA


03 - EQUILIBRIO

PARQUE OESTE

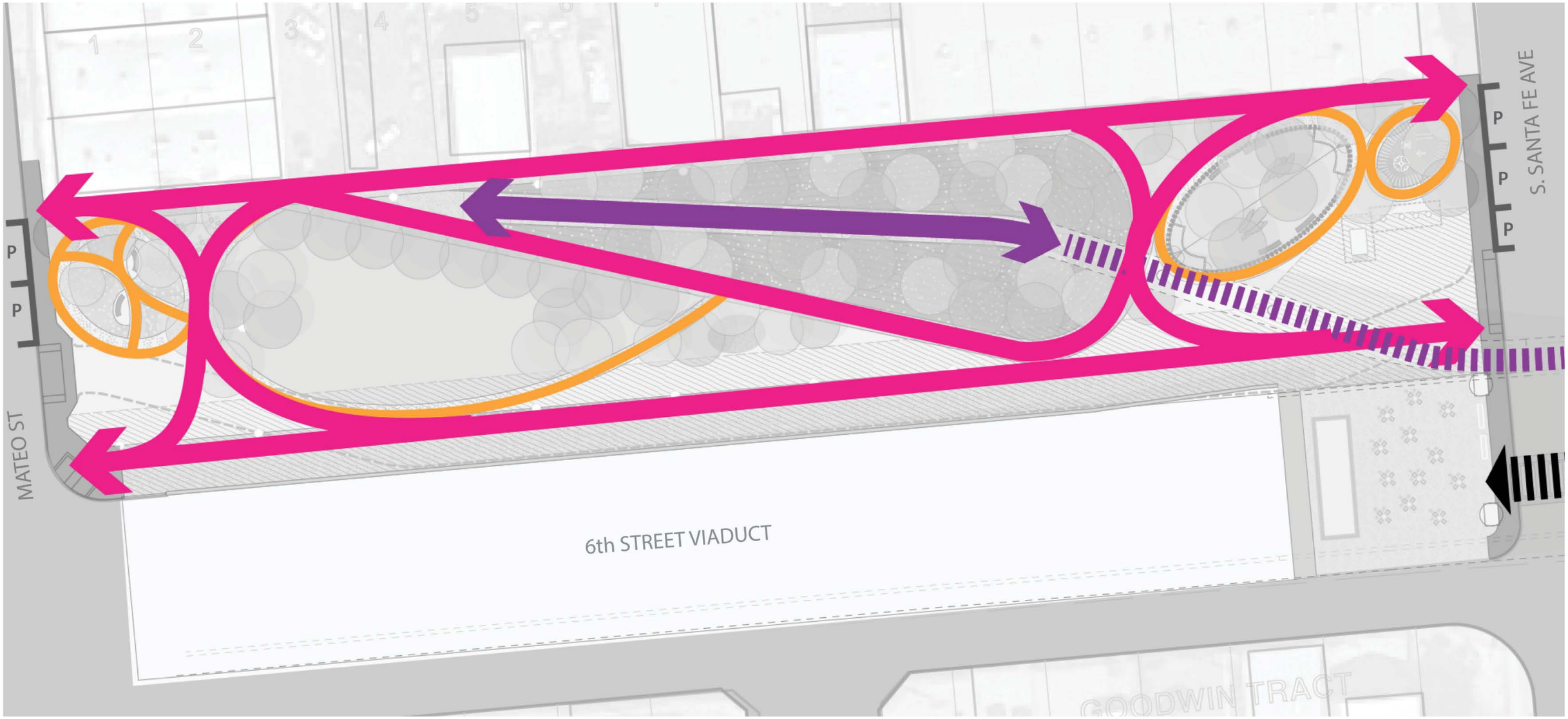
PARQUE OESTE

PLANO DEL SITIO



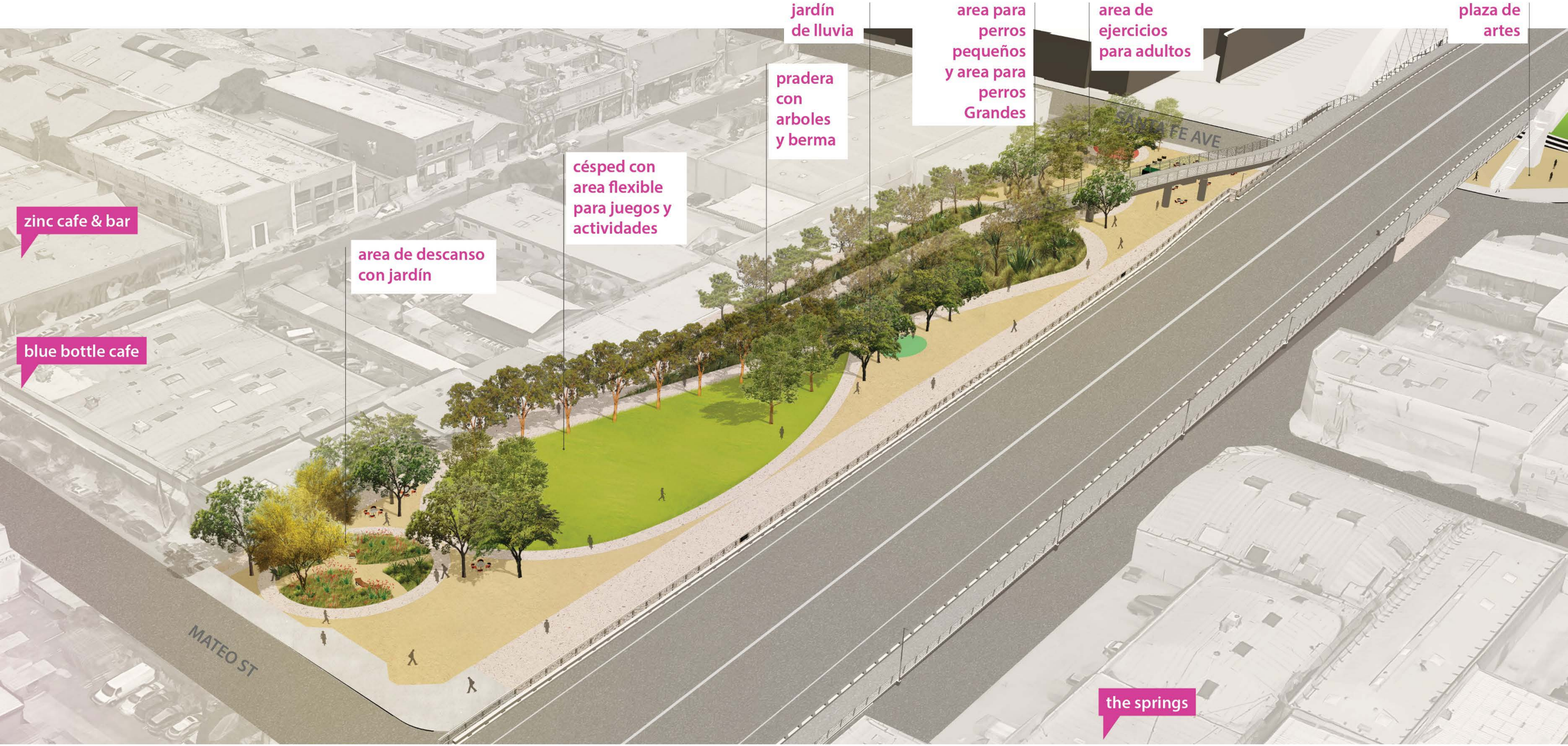
CIRCULACION

- Circulación Primaria
- Circulación Secundaria
- Conecciones del Viaducto
- Pasos de peatones elevadas
- Banquetas



PARQUE OESTE

VISTA AEREA



PARQUE OESTE

VISTA DESDE LA CALLE MATEO



PARQUE OESTE

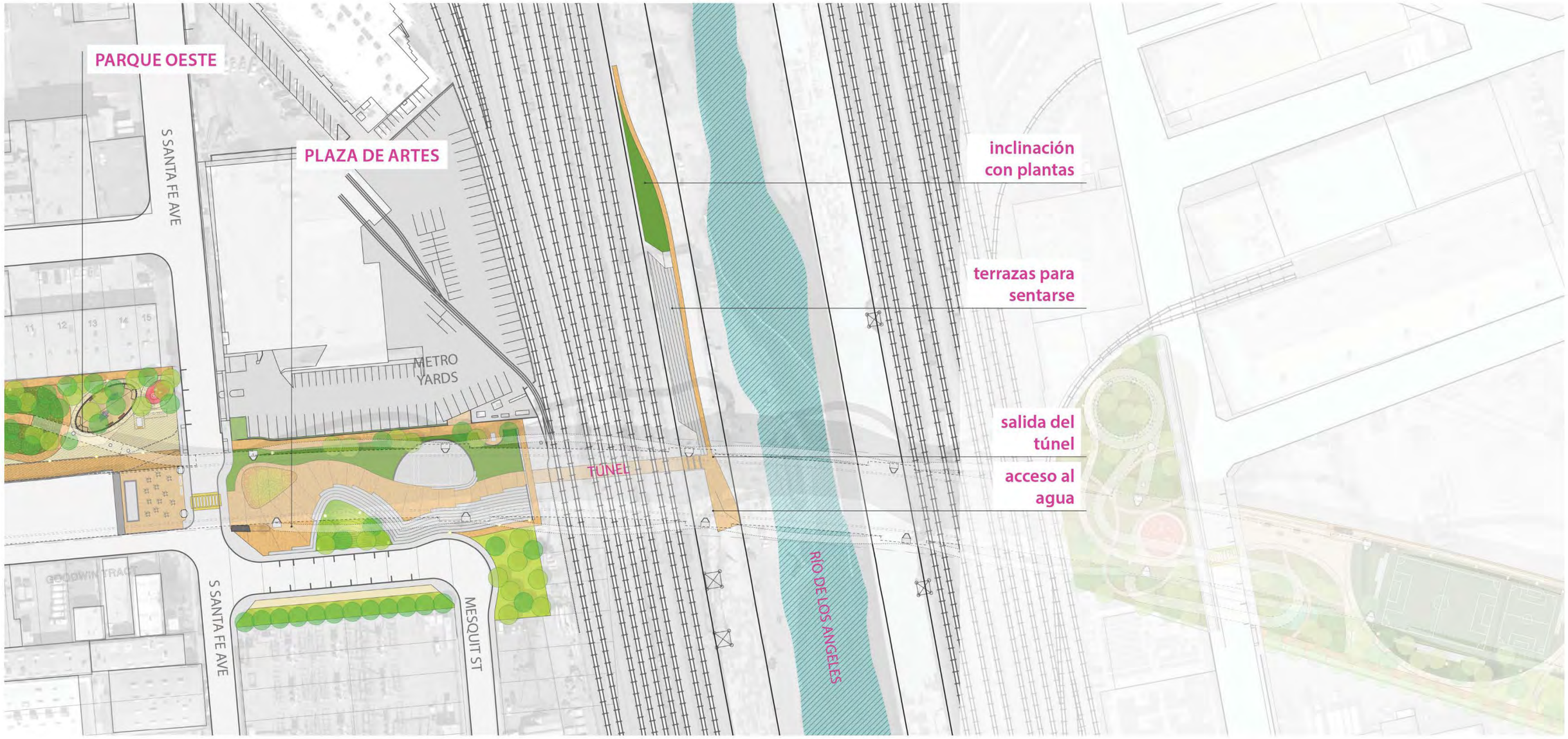
VISTA DESDE LA RAMPA



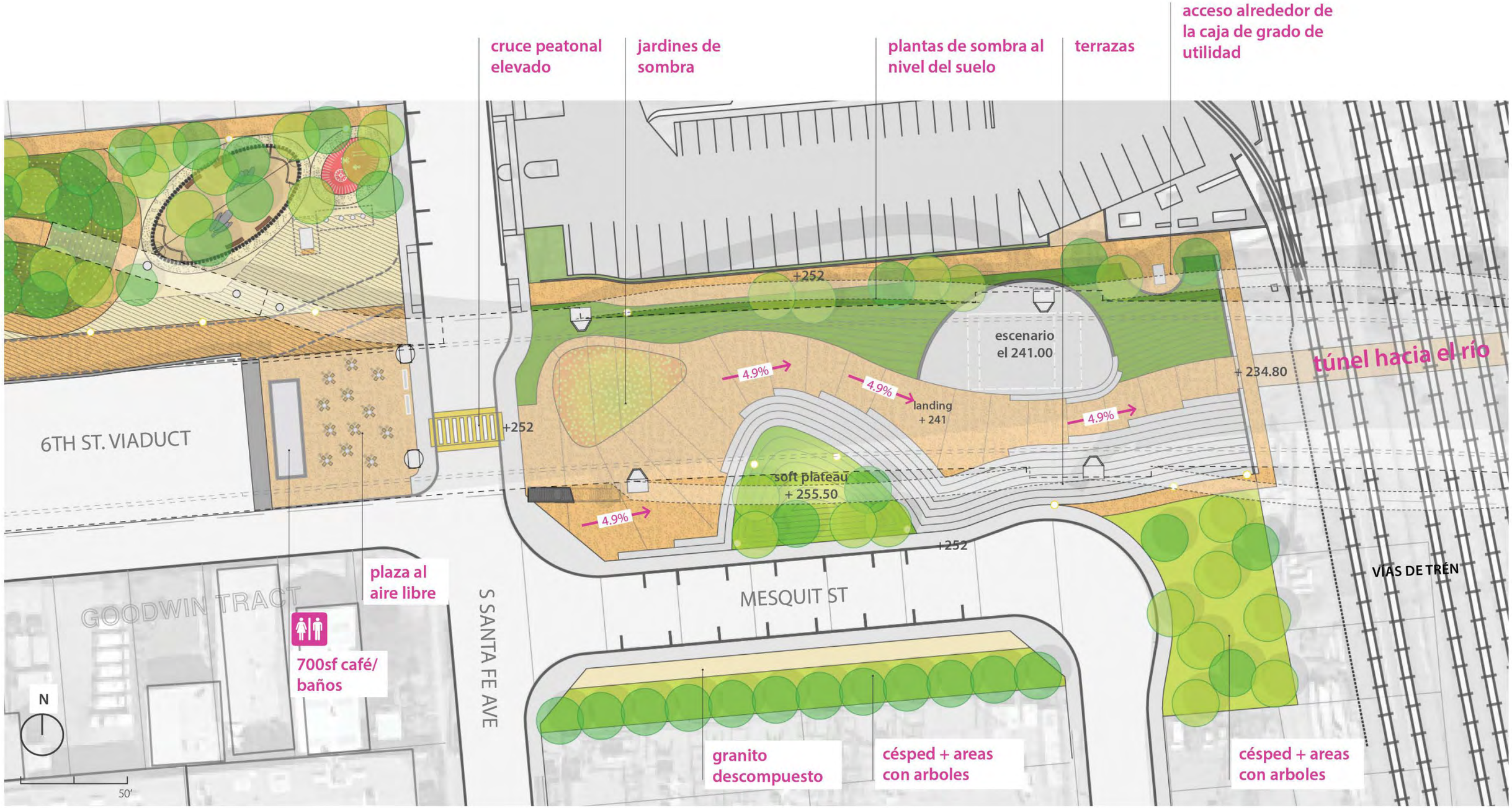
PLAZA DE ARTES Y ENTRADA PRINCIPAL AL RIO

PLAZA DE ARTES Y ENTRADA PRINCIPAL AL RIO

PLANO DEL SITIO

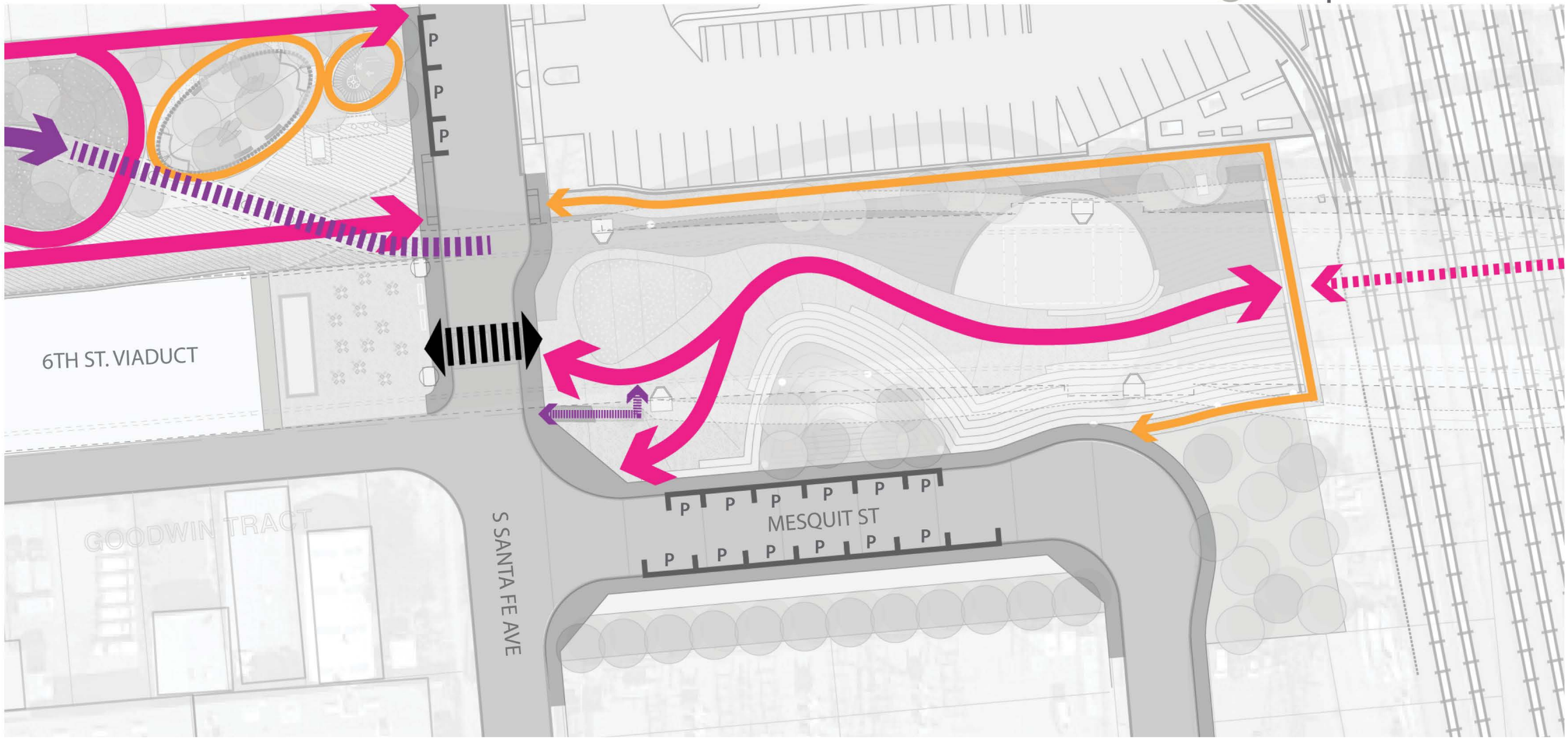


PLANOS DEL SITIO



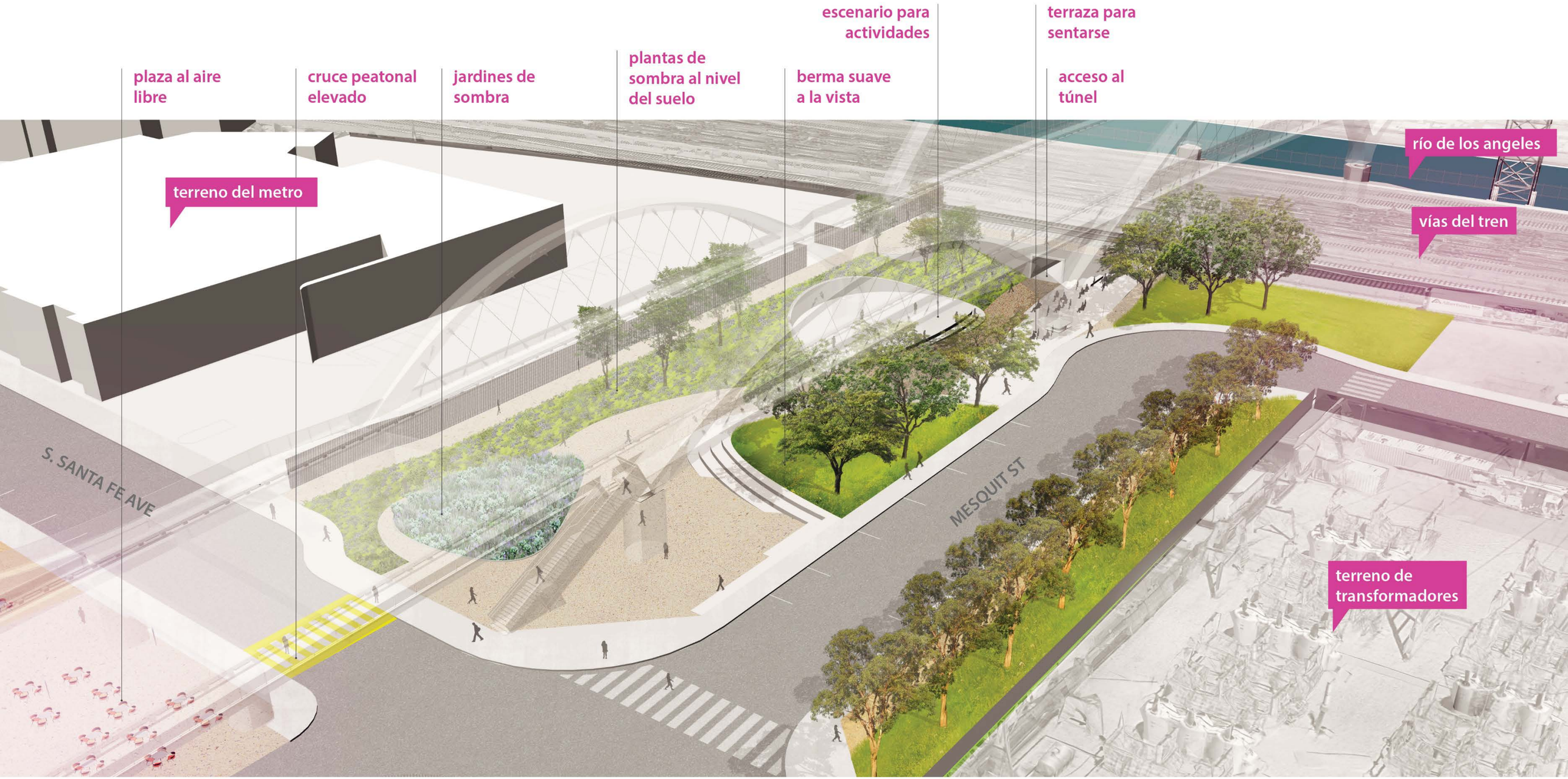
CIRCULACION

- Circulación Primaria
- Circulación Secundaria
- Conecciones del Viaducto
- Pasos de peatones elevadas
- Banquetas



PLAZA DE ARTES

AEREO



PLAZA DE ARTES

VISTA DESDE LA CALLE SANTA FE



PLAZA DE ARTES

VISTA DESDE LA BERMA



PLAZA DE ARTES

VISTA DESDE LAS VIAS DE TREN



PRESENTACION DEL ARTISTA DE LA OBRA PUBLICA

Glenn Kaino

DECLARACIÓN DE INTERÉS ESTUDIO GLENN KAINO

937 S Concord St
Los Angeles, California
Google, Inc.
Street View - Sep 2016

2

Google

855-879 S Lorena St
Los Angeles, CA 90023 -- approximate address

NEW! Street View - Sep 2012

1.8

Back to Map

Image capture: Sep 2012 © 2014 Google Lite mode Terms Privacy Report a problem


Roosevelt Community Adult School
NEW! Street View - Jul 2012
1.1
Hide imagery
Back to Map
Image capture: Jul 2012 © 2014 Google Lite mode Terms Privacy Report a problem

1



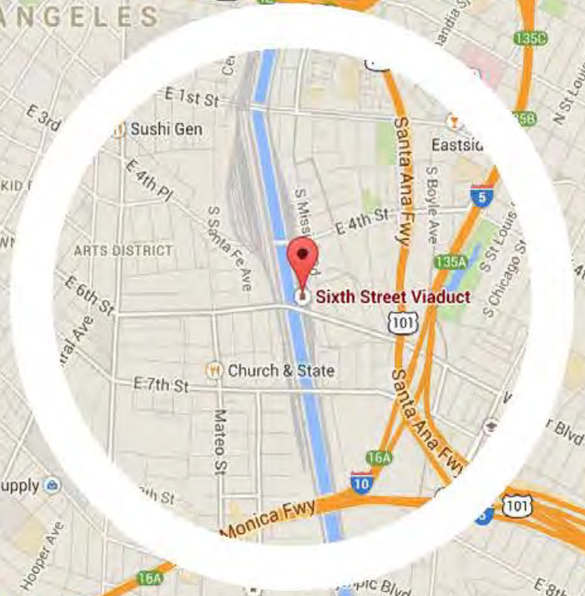

olino St
CA 90013 – approximate address
Street View - Feb 2009
.5
Hide imagery
E 4th St
Molino St
Villains Tavern
Willow St
Google
Image capture: May 2011
© 2014 Google
Lite mode
Terms
Privacy
Report a probl


Santa Fe Ave
s, CA 90021 -- approximate address
Street View - Sep 2012
Sa Fe
.4
Hide imagery
E 7th St
Mesquit St
Google
Image capture: Sep 2012 © 2014 Google Lite mode Terms Privacy Report a prob


688 S Santa Fe Ave
NEW! Street View - Sep 2012
.3
Back to Map
Google
Image capture: Sep 2012 © 2014 Google Lite mode

Sixth Street Viaduct

Sign in








ARCH
INSTALLATION








ETERN NOW
JOIN
PARTICIPATE
SHARE
WATCH
CELEBRATE
SUPPORT
MIAMI
BEACH'S
CONTEMPORARY
ART
MUSEUM



PREGUNTAS Y RESPUESTAS

SIGUIENTES PASOS

SIGUIENTES PASOS

PROXIMAS JUNTAS

- **Borrador del Reporte del Impacto Ambiental EIR**
  Mayo del 2018
- **Audiencia Pública Sobre el Borrador del Reporte del Impacto Ambiental EIR**
  Junio del 2018
- **Presentación a la Comunidad del desarrollo del diseño completo**
  A principios del 2018

¡Mantégase Involucrado!

Para actualizaciones sobre el proyecto, notificaciones de juntas y eventos especiales, he información general sobre el proyecto PARC de la Calle Sexta visítanos en: www.sixthstreetviaduct.org/parc

- **Inscríbase para recibir actualizaciones sobre el proyecto por correo electrónico**
- **¡Síganos en Facebook!**

Appendix B: Public Scoping Comments

Written Comments Received During Public Scoping Meeting

ENGINEERING

CITY OF LOS ANGELES

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 GINNEGAR

Organization/Organización:

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:

CHLOE@350MISSION.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.

ENGINEERING

CITY OF LOS ANGELES

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:

MELISSA URIBE

Organization/Organización:

INNERCITY STRUGGLE

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:

melissa@innercitystruggle.org

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

ENGINEERING
CITY OF LOS ANGELES

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: RAUL DIAZ
Organization/Organización: HOMEBOY 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.

ENGINEERING
CITY OF LOS ANGELES

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: Daría Nuñez
Organization/Organización:
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.

ENGINEERING
CITY OF LOS ANGELES

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: JOE DIAZ
Organization/Organización: BH TECH CENTER
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.

ENGINEERING
CITY OF LOS ANGELES

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: Ana Hernández
Organization/Organización: RAC Pico Gardens
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.

ENGINEERING
CITY OF LOS ANGELES

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: Ofelia Platon
Organization/Organización: Union de vecinos
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.

ENGINEERING
CITY OF LOS ANGELES

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: Delmira Gonzalez
Organization/Organización: RAC Pico Gardens
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.

ENGINEERING
CITY OF LOS ANGELES

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: SHMUEL GONZALES
Organization/Organización:
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: SHMUMAZAL@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.

ENGINEERING
CITY OF LOS ANGELES

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: CENTRAL CITY ASSOCIATION – JOANNE DINGANAN
Organization/Organización:
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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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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: Russell Brown
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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.

[BEGIN AUDIO]

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

[SPEAKS SPANISH]

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

[INDISCERNIBLE]

No problem.

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

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

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

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

[APPLAUSE]

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

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

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

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

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

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

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

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

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

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

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

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

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

DELMIRA GONZALEZ: [SPEAKS SPANISH]

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

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DELMIRA GONZALEZ: [SPEAKS SPANISH]

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

DELMIRA GONZALEZ: [SPEAKS SPANISH]

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

DELMIRA GONZALEZ: [SPEAKS SPANISH]

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

DELMIRA GONZALEZ: [SPEAKS SPANISH]

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

DELMIRA GONZALEZ: [SPEAKS SPANISH]

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

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

DELMIRA GONZALEZ: [SPEAKS SPANISH]

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

DELMIRA GONZALEZ: [SPEAKS SPANISH]

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

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

OPHELIA PLATON: [SPEAKS SPANISH]

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

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

OPHELIA PLATON: [SPEAKS SPANISH]

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

OPHELIA PLATON: [SPEAKS SPANISH]

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

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

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

[CROSSTALK]

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

ANA HERNANDEZ: [SPEAKS SPANISH]

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

ANA HERNANDEZ: [SPEAKS SPANISH]

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

ANA HERNANDEZ: [SPEAKS SPANISH]

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

ANA HERNANDEZ: [SPEAKS SPANISH]

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

ANA HERNANDEZ: [SPEAKS SPANISH]

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

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

ANA HERNANDEZ: [SPEAKS SPANISH]

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

[INDISCERNIBLE]

ANA HERNANDEZ: [SPEAKS SPANISH]

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

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

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

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

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

DARIA NUNEZ: [SPEAKS SPANISH]

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

DARIA NUNEZ: [SPEAKS SPANISH]

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

DARIA NUNEZ: [SPEAKS SPANISH]

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

DARIA NUNEZ: [SPEAKS SPANISH]

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

DARIA NUNEZ: [SPEAKS SPANISH]

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

DARIA NUNEZ: [SPEAKS SPANISH]

TRANSLATOR: Also I would like to ask you to um have these meetings in different locations so we can have more community members, um, present.

DARIA NUNEZ: [SPEAKS SPANISH]

TRANSLATOR: Thank you so much and I also would like to remind you uh like one of my um fellow members said that please [INDISCERNIBLE] documents in Spanish. Thank you.

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ROCIO HERNANDEZ: Thank you for your comment. Okay, so our final speaker this evening is Raul Diaz. You still have an opportunity have an opportunity to get a speaker card in if anyone else would like to speak. And after the close of the comment section, the project team will move to the back of the room, be available to, um, you know, have answer individual questions as needed around the boards.

RAUL DIAZ: Hello, good evening everyone. Um, follow up some of the questions and concerns that were brought up: environmental, pollution, the soil. I would like to make sure that we protect the soil and we check it before we continue to build the park. I wouldn't want it to be like what happened in the Belmont High School, the new Belmont, where they started the construction and then took four years to get it started because they found lead and asbestos or whatever else they found in the soil. So I would like to really make sure that we check the soil before anything even further from [INDISCERNIBLE] come up with ideas. The ideas are great, but someone tried to bring it up, and we find out later we have to stop the, the development of this park because of what's going on. And after we do that, I would like to make sure that the center the way, the ladies and our elders from the community are talking about, I believe it's the building on the south side of the park off of Anderson, there's an industrial building there that, it's empty and I think we can use it for several things. One, a café or a little diner or little snack shop. Senior citizens in the morning, youth programs in the evening. A multi-purpose room center for everyone to bring people from the other side of the

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bridge from this side of the bridge. Um, and a big concern that I have, I grew up in the community. I'm from the community. I grew up in Pico Gardens. I continue to hang out in Pico Gardens. I coach. So I see the traffic that's going around that whole, that whole section. What are we gonna do with the big rigs that are gonna be going through there and holding up traffic throughout the day? What are we gonna do about the traffic of the people that are speeding down Anderson and Mission, 7 p.m., 8 p.m., 5 p.m.? What are we gonna do with all the people who are using those little streets to shortcut and to the 101, to the 5 freeway? Because we don't pay attention to that, we have kids from the Pico Gardens projects that are gonna be walking over there. And, and it's obvious. Before getting to the park, it's all industrial. There could be a kid hit by a car there and no one will ever notice because it's so industrial out there. It's not commercial, it's not just [INDISCERNIBLE] or anything like that, so the safety concerns I have, and it's not a big thing on the west side, but on this side it's a big thing, is speed bumps. Speed bumps, one way streets, something to make it safer for our community and our kids and our elders who are crossing the street then. If you go through Anderson, they just put up a stop sign on Anderson and Inez, I believe. As a resident of Pico Gardens, I would always hear people racing down that street. A stop sign just went up there in my whole life there, 42 years. You think that stop sign, it's over? Or one more. Homelessness and historic landmarks. Um, I hope the historic landmarks on the east side of the bridge get put in the park. Um…

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ROCIO HERNANDEZ: Thank you for your comment. Thank you, everybody, for participating this evening and send us your comments. The comment period closes on uh May 22nd and I'll hand it over, if there's any more closing remarks. Okay, we do have additional handouts at the, the sign-in table, both in English and Spanish so please help yourself.

FEMALE SPEAKER: So hello once again. Um, thank you once again so much for coming out tonight, for making your verbal comments. As Jan mentioned, the comment period will be ending on May the 22nd. So you still have about two weeks or so to either make a written comment, um. We do have over, at the registration table, a few different ways that you can still make a, a comment. You can email Jack or you can mail your comments as well via, via mail. Um, a few other just kind of announcements. Um, over at the registration table we did have an executive summary. So if you did not grab one, it looks like this and it has um several different images inside. So what we actually did is we summarized the initial study, so the initial study is about a 100-page document. Um, we unfortunately um cannot print a copy for every single one of you, so what we did is we have placed copies of the initial study in key locations. So the locations over on the Arts District, we have a copy at the Central Library. We have a copy at the Little Tokyo library, um, over in Boyle Heights, we have a copy at Stevenson Library, Benjamin Franklin Library, Boyle Heights technology center and Boyle Heights City Hall. So if you would like to take a look at the 100-page um document, you're welcome to do so in any of those locations. You're also

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welcome to grab a copy of the executive summary. So what we did is we summarized the entire document. Sometimes they're a little hard to read. Uh, very tech, you know, tech terms that are hard to understand. So we really um summarized it and made it an easy-to-read language. We did also translate that document into Spanish. Um, so we have that document in Spanish, um, and you're also welcome to grab a copy um in the registration table. And what other announcements do I have? I believe uh that is it. If any of you are interested, we are having um a little separate announcement. On May the 20th, we are having a construction resource and career fair. We have fliers over at the front, so if you know of anybody, yourself, a family member, a friend, who is looking to uh maybe join a union, um, looking for a career change, uh, in the construction field, please um refer them um to this fair. Just wanted to make that announcement. And um, once again, thank you very much. Comment period ends May the 22nd. If you did not um sign in at the front, please make sure you do so, so that we can continue to send you emails and send you notifications of any upcoming meetings that we have. We will be, um, returning in the summer. Um, and so in the summer, we will be providing, um, as was mentioned, some um potential landscape, um, design options. So we are still reviewing all the, all the summaries that we collected, and we will be kind of consolidating them and providing some proposals for you this summer. So please um, look out for that notification and thank you once again for your engagement tonight.

FEMALE SPEAKER: Um, we—Okay. Thank you. Get home safely.

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699 [END AUDIO]

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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 you input. Once the IER is prepared, our house members will have thee oppturnity to. This process will have several hearing 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 if 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 objective 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 rehabilated. This is Santé Fe Avenue. This gives access to the tunnel. Cars goes to this tunnel. Usually when we have a new park we also need to improve the info structure. 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 art 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 displaces

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 mad 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

[BEGIN AUDIO]

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

[SPEAKS SPANISH] Muy buenas tardes my nombre es Rocio Hernandez, y soy la Directora de la officina del (INDISCERNIBLE) aqui en Boyle Heights, bienvenidos a hesta junta. Muchisimas gracias por acompanarnos en el dia de hoy. Si husted habla espanol y necesita audifonos, tenemos aqui atras a Gloria que esta alzando su mano y ella , este, va a proveer,..heste lo audifonos para la traduccion. Asi que por favor, si occupan heste audifonos para la traduccion, heste, pueden ir a visitar a Gloria que esta aqui atras. Gracias.

Um, so tonight um we are very excited to have you here. As you know, um, the 6th Street Park is 12-acre open space. It's a $23 million dollar park project so we're very happy to bring this um new park to both the Arts District and Boyle Heights. We are also as a city um really prioritizing um, obtaining community feedback. Um, the city rarely solicits community feedback when they build um new parks and other projects, so um as out of request of the councilmember, we

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have really been um trying to engage the community to find out what types of amenities you would like to see in this new park. So thank you once again for being here today and thank you for really being engaged throughout the process. And so tonight, we are here because our bureau of engineering um department for the City of LA is initiating the environmental review process. And so what we will be doing tonight is we will be um talking to you about some of the environmental um possible impacts that will result as um as a result of this project, so things such as you know traffic, noise, air quality, and a few other issues as well. So we um really want to hear from you. We want to hear your questions. We want to hear your comments, and um, that's really you know why we're here um today so once again, thank you so much for being here. And if you um, when you walked in, there were several documents that were in the back, so we had an agenda, we had um an executive summary, and um notice of preparation, so please make sure that if you did not sign in, and if you did not get those documents that you please go ahead and do so. And so I will be going very briefly over tonight's agenda. So after my remarks, we will have an overview of the [SOUNDS LIKE] CEQA environmental review process. Um, following that presentation, we will provide a brief overview of the project description, so for those who have been attending the meetings, this will be a brief summary. Um, for those who are new tonight, um you'll get to see what the project scope entails. Following that presentation, we will um go into the initial study findings, and lastly, the bulk of tonight's meeting will be on the public comments. So this

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will once again be an opportunity for you to ask questions, make um a public comment. We do have two transcribers who are here at the front of the room. And they will be um documenting every single question and every single comment that's made today. So every comment and question will be um officially on file. Um on the back, we do have some comment cards. So if you would like to make a comment tonight and you did not prep a comment card, please do so. Um, Hillary in the back is uh raising the comment cards, so please make sure that you grab one and prepare your comments when um, so when we get to that portion of the presentation. Um, each speaker will have um two minutes to uh make their remark. We want to just be, you know, as fair as possible to everyone in the room, and for those comments that are made in Spanish, we will allow an opportunity for four-minute remarks to allow for time for translation um of that comment. So um, once again, thank you so much for being here. Um, thank you for being engaged uh throughout this process, and um, we look forward to um hearing your comments and your questions. And I will now be turning it over to Jan. Thank you.

JAN GREEN REBSTOCK: Good evening. My name is Jan Green Rebstock. I'm with the city's Bureau of Engineering Environmental Management Group and we're here to help shepherd you through the environmental review process for the 6th Street Park Project. So I'm just briefly gonna touch through the milestones, um, that you would experience through the California Environmental Quality Act, um, environmental review process so that you can join us on this

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journey. So here we are, spring 2017, and we've released a notice of preparation initial study document, and we're receiving comments on that document through May 22nd. The initial comment deadline was the 15th and that's been extended through the 22nd. What you'll find in there is a description of the types of elements that the project may include and what our environmental analysis is gonna focus on. And then we used the uh CEQA guidelines checklist to step through a variety of environmental resource areas and use the thresholds associated with that to make determinations about what the potential environmental impacts um could be from construction and operation of the project. And we'll spend a little more time uh talking about those in detail later in the presentation, after we review the project components. What we're gonna do tonight is take your feedback, um on what you think the scope of the environmental review should include, and we will document that through a transcript of tonight's meeting. We will also take all written comments that we receive, um through letters and email or the comment cards that you provide tonight. And then we'll make a record of that. We will, uh, post it on our website, and then that will inform our review of the technical analysis and what should inform the tech, the scope of the technical studies going forward. And then you'll see the results of that in the draft environmental impact report that's gonna be released in winter 2017, okay? At that time we will also have another public meeting where we will share the results of those technical studies and the findings in that report. We will take your comments again and comments we received from public agencies and have, and evaluate

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whether that should change the scope or findings or if additional studies are needed, and that will be reflected in a final EIR. At that point, we will present our findings to the decision-making body, which in this case is the um Los Angeles City Council, and we will ask for them to certify our document and then approve the project. So that's the general process, and um at this point I'm gonna turn it over to Megan and she's going to review for you the major uh components of the, of the project and the various designs that are being considered right now.

MEGAN ESOPENKO: So, hi everyone. My name is Megan Esopenko. I'm with Hargreaves Associates and we're part of the design team that's um designing this park. Um, so as many of you know and as many of you have been in previous meetings, the park um runs from Mateo Street on the west side and goes all the way to the US, um, US Highway 101 on the east side. Down the middle of the, of the site is the, um, the river, right here, the LA river. Um, and it's also bounded by uh two major rail corridors that run on either side of the river, so this is presenting connectivity challenges in the site. Um, the red boundary is the whole EIR so that, Jan and her team will be looking at. Um, additionally, we have all of the streets that are running through the project: Santa Fe, Mission Road, Anderson and Clarence. So some of the project objectives, um, so we really are trying to serve the open space and recreational needs of the surrounding communities, particularly the arts, um, district and Boyle Heights. Um, we're trying to connect and improve the neighborhoods. Um, we're gonna incorporate sustainable design consistent with the city plans, encourage active modes of

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public transportation, um, promote beneficial storm water capture, and provide safe pedestrian and bicycle access through and to the site. And then, I'm gonna quickly run through a list of the proposed program elements. This is the really extensive list. It looks at a number of different things and we're gonna test these compared to the funding that we have and try to find the best fit for this project. We're also taking public input. We're gonna capture that to try to understand what you guys want and need in this park. Um, so the first potential element is landscape planting, irrigation systems and open space. We're gonna try to maximize that as much as we can. Um, we're going to incorporate a performance area, public gathering, um, assembly areas and definitely try to include public art. Um, we're working with a public artist on this project. Um, we're going to look at how we can include support facilities, which might include a field office for Parks & Rec, who might be managing the east side, as well as maybe some concession buildings. Um, the next is recreational courts and fields. We know we definitely are gonna have a soccer field on the east side, um as well as there could be a potential for basketball for other sports courts, soccer warm-up areas and a potentially a skate park. The next thing is, um, trying to incorporate playgrounds for children, um, as well as the potential to add a splash pad. Um, we might look at how we could incorporate a dog park into this, into this area. And then we'll definitely try to figure out how we can put um site furnishings and amenities within this park, such as benches, tables, bike racks, um, bike rentals, kiosks, and look at how restrooms might be located within the area. Uh, the next

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thing we really need to think about is mobility. How are people getting to and from this site? Um, we'll look at the internal parkway connections as well as the bicycle paths and pedestrians, pedestrian paths that lead to the park. Um, and then, there's the tunnel that's on the west side, uh, that comes from the arts plaza and actually opens up into the river. So we might look at how to um rehabilitate the tunnel to maybe include some lighting and uh make it a safe place for people to go. Uh, the next thing we will nee to think about is utilities. Some might need to be moved or relocated based on the park design. And then infrastructure. Um, so adding retaining walls and storm water infrastructure that would need, need to be there. So as I said, the tunnel that opens out into the, um, LA river, we might want to think about how we could potentially add terracing or vegetative planters along that slope. Um, and then connectivity improvements again. So how do we cross all those major streets that I was showing you before. So we need to look at pedestrian crosswalks and safety to get, to get across the entire site. And the, this is the last page of these project elements, so um, there might be a need for remediation, so what, what will that look like? Um, we need to think about the demolition, demolition activities that might include, that might be there, including uh existing infrastructures such as buildings, pavements and roads, uh, and then right away acquisition and relocation. So what do the edges look like, and how can we maximize the edge space to our advantage for the park? So um, I see a lot of familiar faces. I know some of you guys have been at the previous design meetings that we held in February and March. Um, the first

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one was about getting an understanding of the potential things that you guys want. We had over a thousand survey responses, which was great. Um, so we're trying to fold those into the designs. Um, and then we had the, the most previous one in March, where we showed three different design options. Uh, the survey for this is still ongoing and we're gonna touch on it on the last slide about how you can still be involved and still give your feedback, um, but I'm just gonna run through quickly uh the three different concepts that we, we presented. Um, so really what we were trying to do at this meeting was set up a landscape framework, uh, for the project. Try to understand how we can organize the spaces to then accommodate all the program elements or some of the program elements that are previously discussed. Um, so the first one was Promenade, which is all about the direct connection. The second is Canopy and Object, which is about these meandering pathways that run through the site. And the third is Episodic, which is kind of a combination of both. So what I really want to, what I really want you to understand is that in each of these three concepts that I'm gonna present, um, they have the opportunity to hold the same amount of program. So no matter what you can fit the same amount of program in any one, so it's not like I'm picking one that only can hold, you know, a soccer field and I'm instead picking three that can hold everything. They could do the same thing. It's just about the organization. So like I said, the first one, promenade, is really about this linearity. It's taking the, um, taking the, um, taking the [INDISCERNIBLE] of the new bridge structure, and representing that on the

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ground. And it's all about the streamlined promenades that we create. So for each of these, I'm just gonna walk you quickly through the east side all the way to the west side. So the east side, the east side, on the south end, would be this streamlined promenade that is wide enough to have potentially um marketplaces and tent structures that could be set up along this outdoor, outdoor street. And then, just north of that, just north of that, there's three lawns that would come across the entire site. These would be wide enough lawns to hold outdoor, um, festivals both large and small, performance areas gathering on these big lawns. And then, running again linear, linearly above the lawns is this wide open hard space zone. And this is where the potential elements could be inserted into that zone. So this is again all about the linearity. As you go to the west side, this linear concept continues, and you would come out of the tunnel and the terraces would be linearly organized across the site, and you would have the space for outdoor performance and a stage at that point. And then just across Santa Fe, again we have these long walkways with the tree-lined, the tree-lined promenade on the north end, and then these series of rooms that would come off of them. So that's the first one. The second one contrasts that, in that it's no longer linear, it's now makes some curvy, linear spaces that, curvilinear pathways that end up creating spaces within where you could have program, like the program I mentioned earlier, or also um nature areas like tree and meadowed areas. So again, we would have long spaces on the southern end here and here that could potentially have the opportunity to have outdoor festivals and events. They would

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be large enough spaces to do that. And then, inserted within, in these zones, the, the cream colored zones is where the program could potentially go. Um, when you come out on the arts plaza side, the curvilinear approach continues and you would have the terracing that would come up the slope and then also have a stage there as well for performance. And then across Santa Fe, um, we again have, have these rooms that are defined by these pathways and there would be a large lawn and potential program area there. The third and final concept, episodic, is about a combination of these two, uh, designs, designed approaches. It's about the curvilinear and the linear. And so, this would be defined by the columns here and here and here. And they create these different outdoor rooms, so you would get a different episode or experience as you would walk through this space. Again, we would locate the lawn on the southern side to get the most southern exposure and then, and then this series of programmed rooms would be adjacent to that and they would all be different. And then as you come out of the tunnel on the west side, you have this, this different arts plaza again where half is about the linear terracing and half is about this curvy terracing and you get that contrast. Um, also enough space here to hold a performance area and stages. And then across Santa Fe, you again have the approach down from the ramp that is this curved edge, but then there's a series of rooms as you get to Mateo Street. So that's the general design approaches that we've started thinking about. Um, Jan and her team is gonna look up the environmental impacts of program as we start to incorporate them, and the intent is to come

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back to you guys in the summer with one… uh, one design approach and one um concept that we think is appropriate based on all of your feedback. The last thing I just want to touch on quickly is um when you come out of the tunnel here, um, you're at the LA River. And um, overlooking it are currently just proposals and these are very conceptual right now. Nothing is um set in stone. Um but it's just a concept as to how a bikeway might connect and come down and [INDISCERNIBLE] into the site and how these um green areas could be terracing proceeding and enjoyment along the river. But again, just in concept. So I'm gonna pass it over to Mauricio now.

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

ROCIO HERNANDEZ: Sure. Okay, so now we're gonna spend a little time uh talking about the scope of what the environmental review is gonna include and some of the potential impacts that we're gonna be looking at. This is the range of impacts, the range of resource areas that we're gonna be looking at. And I'm not gonna go into um detail about all of them but I am gonna highlight for you some

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of the major issues that we're gonna be analyzing and how they, and how they relate to this project and if you've missed this, this information is um more thoroughly detailed in the initial study, and there's boards in the back as well with the, the pictures. Okay, so first of all, our major concern uh regarding aesthetics, in general we think construction of the project um or operation of the project is gonna approve the general aesthetics of the area, but uh project lighting and glare, especially associated with events, nighttime events, um, is a concern so that's something we want to look at. Also air quality, uh, you might be aware that we are an existing non-attainment area, uh, for certain pollutants, um, in particular these include ozone. Particular matter, 2.5 in particular matter 10 microns and lead. And so any additional pollutants, um, or any additional contributions of those pollutants can uh exceed thresholds or during construction and operation phases. The uh air pollution that would be generated from this project where mostly would be anticipated during operate, during, it would be construction equipment or during operations it would be vehicle emissions. Um those are the major sources that we're looking at. Um, but we also acknowledge that the EI, um, that the project could expose sensitive receptors, um, to these pollutants, so we're gonna be looking at that as well in EIR. Okay, relate, related to biological resources, um, we do know that there's bats and nesting birds, um, in the area, in particular there were some on the initial, uh, original bridge structure. So we need to look at how that's, uh, how that, those populations might be impacted during the construction and operation of the project. Okay, um, we

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definitely will be looking at cultural, historic or paleontological resources. Um, what's known in the area and how that might be impacted during project construction. Hazards and hazardous materials, we are aware that there are contaminated soils present on the site, and so likely there will be some removal during the construction process. Um, and then you know, so we're gonna have a discussion about existing uh previous studies related to the soils on the site. Those will be summarized in the EIR and uh next steps will be discussed in terms of their remediation process. Um, related to population and housing, um, you know the project is not gonna be constructing any new homes or businesses, but it could spur additional economic growth, uh, in the area, which could create new growth in the local community and region. So we are gonna evaluate that issue further in the draft EIR. Related to traffic, uh, recreational facilities is what we believe to be the um the biggest traffic generator. And so we want to look at how pedestrian safety might be affected there, and then just the additionial traffic from those uses. So public transit, walking and bike access and the connections are all um, we're gonna be very mindful of that during the design process, and so that, these connections will be discussed in the draft as well. Thank you. Sorry about that. Okay. So we're all on the same page now. Water quality and hydrology. Um, so when we're looking at any terracing, or potential construction of the bikeway in the river, we ant to look at how the change on the, the channel walls could impact drainage patters, um, or any impacts to water quality during the construction process or hydrology during operation of the process, after those

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modifications to the channel wall have been made. Okay? So with that, we are gonna move toward opening up the public comment period portion of the meeting. So we do have speaker cards available at the back of the room. Some of you might have already uh filled them out. Um, if you don't want to speak tonight, please feel free to complete a written comment card or you know take a little longer to review the initial study and gather your thoughts and then you can send us an email or a letter. Um, the comment period has been extended to May 22nd. So you don't have to speak tonight. You're not losing your opportunity to comment this evening, or to comment if you don't talk this evening. We are gonna have a transcript of uh this evening's proceedings and that will be posted on the web site once it's ready. Okay? This is, there's two websites where you can obtain environmental documents and those will be updated throughout the environmental review process. And also I think you heard earlier, the design survey is still um accepting responses so please feel free to participate with that. Okay, and with that, um, as I mentioned, we do have a transcriber this evening, so when you come up to the microphone to speak, please state your name and speak very slowly. Um, so also the translator and the transcriptionist. And um, oh yeah. And just a gentle reminder that there is a, uh, two minute, we're timing each speaker for two minutes so that everybody has an opportunity to speak.

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

[INDISCERNIBLE]

No problem.

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

MARGARITA AMADAR: Good evening, everyone. Um, I wrote down my notes so that I make sure I stay on time. Um, my name is Margarita Amador. People know me by Margo and I've been a resident of uh Boyle Heights, Pico Gardens all my life, and I am also a resident now of [SOUNDS LIKE] Whittier Boulevard, so um some of my uh comments um are related to access to the residents, um. Will the sidewalks be in the conditions for residents who will walk to the park? Will there be any additional street lighting? Will the sidewalks be free of obstructions like unused utility boxes, unused and extra utility poles? What methods of public transportation will there be for people in Boyle Heights who don't live within walking distance? For example, will buses, like the bus line number 18 and 720 currently down Whittier Boulevard stop here? How will, how about the DASH? How will uh the Whittier and Boyle intersection look? It will be the entrance into the bridge from Boyle Heights. Is there any way we can use the old arch and street lights at this intersection or in the park? It's just a great way to pay tribute to our old bridge. In regards to the park maintenance, uh the safety and cleanliness of the park is extremely important for families who use the park to feel safe and want to continue to use the park. Will there be additional security beyond LAPD and rap? This will be a big park and we want to make sure it's used to its full potential by our families and our seniors. Is there any filming on site? Can filming fees go towards keeping the park clean and safe? If the park is

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used for organized programming, maybe they too can pay fees towards this. If we have parking uh meters in the surrounding streets, can parking fees go towards the park maintenance and security? Uh, we are, um, we should always be, um, conscious that we can always be in a drought again, and will there be watering for the park? Where will the watering for the park come from? Is there a way that we can clean the water at the LA River and Hollenbeck Park, and recycle for all three sites? [INDISCERNIBLE] All three are so close to each other and it just makes sense to uh recycle for all these locations. Thank you.

[APPLAUSE]

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

EDWIN AMORADO: Hi, good evening. My name is Edwin, I am from Keep LA Green. Uh, just wanted to repeat a proposal by James [PH] Membrano at the last reading, uh, regarding a boxing gym. I think it'll be great for rainy days. Um, also for the youth here in Los Angeles. Um, also my company, we sell organic fertilizer. We deal with drought landscaping. So if, uh, we're there if there's any help needed. Uh, we deal with all of that as well. Also, we just uh, [INDISCERNIBLE] and there's a new uh park, Lugo Park and we've had a, um, actually uh, crime has gone down in that area because we keep the lights on 24 hours. Maybe that's a good idea for, for, for the bridge as well. Also, um, reducing parking will increase walkability in the city. I think that also, that would also be great. And maybe um, I'm excited to see what the archeological findings,

um, will be at the bridge. Uh, I'm not sure if you guys are aware. Uh, San Diego, the findings that they have there on humans being here in the Americas 100,000 years. So that's pretty much it. Thank you.

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

LAURI ATWATER: Thank you. My name is Lauri Atwater. I live at 135 South Clarence Street, which is about three blocks from here. And I'm very excited about this project. I'm expecting to use the park myself with my family. But I want to remind all of us that Los Angeles is in the middle of a crisis. The crisis is a crisis of homelessness. I am construction manager, project manager by trade. I participated in EIRs before. And the EIR process doesn't really facilitate the assessment and determination of how homelessness will be impacted by this project. The United Way of Greater Los Angeles is responsible for the coordination of homelessness impacts and uh improvements uh but the EIR process is the best time for homelessness to be assessed. Under Section 8, which is housing, population and housing, as well as Section 9, which is public services, um, I'm recommending that United Way of Greater Los Angeles and a task force specific to this community, um, participate in an assessment of homelessness. This project will attract the homeless. And if we ignore it and we proceed with the EIR the way we typically do, we'll never do any kind of assessment. And not only that, there's funding that we have approved through legislation that is available to address the issue, but unless we have the EIR as a

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catalyst and the EIR makes a determination and recommendations then that funding cannot come to this project. And so I recommend that we address how homelessness, and there is a homelessness count that would have identified the homeless that are in the project scope area.

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

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

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

JOANNE: Hi there, my name is [PH] Joanne Megannon. I'm with Central City Association. Um, I've been working in downtown for a couple years. I'm very excited about the park. Um, I'm gonna echo what Russell just said before me about the 6th Street Metro Station. Um, it's very important for arts district in general to have a metro station, uh not just for its residents but for the upcoming development and to bring in more businesses and more walkability to the area, as well as access to the park. So my question simply is how will the park design integrate that potential station, and how will it increase transit access? So, thank you.

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

SAMUEL GONZALEZ: Okay, so thank you to everyone who's here representing community, especially you from Boyle Heights. You know, I've been coming up, you know I've been talking about a lot of the different community needs, and of course, one of the things that I've been bringing to the forefront is, you know, really especially for you know the Boyle Heights community, we have so much interest in wanting to find um artistic and uh cultural representation within the community, and also some reflections of just kind of the um the, the native, you know, natural surroundings of California we really like to see represented inside of this project. And you can see all the different type of nature of Southern

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California kind of represented in this project. And uh [INDISCERNIBLE] really environmentally good. But along that line, I have to just really point out about the environmental thing, you know, I hope we take into concern as we start testing for a lot of these things in our community. We have so many health problems that are related to environment that are you know related to the average 650,000 to 2 million cars that can go through our neighborhood a day. You have a, uh, an impact but even more so I hope that we also think about the history of these spots that we're dealing with. For 130 years, those areas have been used for train lines. A lot of the chemicals that were used in those early years have caused a lot of diseases. In my own family, we have several occurrences of childhood leukemia, um, that was caused by environmental uh, by environmental causes, uh most likely from benzene that was on a degreaser that was used by our train lines in the area. It's very important. I would hope that we take the best measures to really check for what's going on, especially for dumping grounds around Anderson and Clarence which I'm sure anyone who lives in the area, the neighborhood knows, they're constantly having to clean up with hazmat, um, just a lot of very terrible stuff that has been put there, so I hope that we can keep that in mind as we plan for um this bridge as well that traditionally over near Anderson and Clarence in the nighttime that has been a traditional dumping spot for some very, very terrible chemicals. So can you keep that in mind and try to have security so we can try to mitigate that program? Thank you, everyone.

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

DELMIRA GONZALEZ: Buenas tardes a todos my nombre es Delmira Gonzales, y soy residente de Pico Gardens y tambien am soy representante de, de 300 familias que hay en Pico Garden, y las casistas.

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

DELMIRA GONZALEZ: Pues nosotros hestamos preocupados tambien porque del desarrollo que se viene, por el trafico que se esta haciendo ya, y, pues yo creo que quando ya esta el parque todo eso va a ser..va haber bastante trafico.

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

DELMIRA GONZALEZ: y pues tambien ah tambien, este las cosas que se van a hacer pues, heste espero que el zacate que se va a poner que no sea estetico porque sabemos que el zacate que es estetico esta dando cancer.

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

DELMIRA GONZALEZ: Y pues tambien, ah…como arriba va a estar el el puente y abajo va a estar el parque, pues yo pienso que tambien va haber mucha contaminacion de los oh.., de el trafico que va a estar pasando, heste.. pues esperamos que tengan mucho cuidado para que no pase eso porque ah…pues ahi en el area han muerto muchas, muchas personas de cancer.

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

DELMIRA GONZALEZ: pues me gustaria ver una, una cancha para que los muchachos deslizen sus patinetas, porque ellos andando deslizando sus patinetas, um..en los uhm…bordes de las aceras que hay de las oficinas y, les ponen vela, y a veces ellos son, estan..estan en el en la entrada de un freeway donde esta la tecnologia …una escuela?, entonces ellos ahi son, embaran mucha vela, y pues y es muy peligroso pues es una entrada del freeway y tambien van a la oficina del Pico Gardens, y tambien ellos va deslizando sus patinetas porque no no hay un lugar donde hacer eso.

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

DELMIRA GONZALEZ: Y tambien me, me encantaria ver el parque aquatico para los ninos que a veces hace calor y los ninos quieren mojarse, pues que no

podemos poner, haver que casi .. pues ahi en esos chorritos de agua puedan ellos mojarse

TRANSLATOR: I also think that having water activities, like an aquatic park, it would be great because it gets really hot here in the summer and the kids are not, they don't have, we don't have a swimming pool, so that would be a great way of kids to play with the water and during the summer.

DELMIRA GONZALEZ: y tambien nos gustaria para los ninos nos gustaria ese lugar que tiene la ciudad que, ah.. pues que tenga algo para los ninos, porque el lugar que teniamos aqui en [INDISCERNIBLE] lo han cerrado, y pues ahy muchos ninos en la comunidad que que se nececita ese lugar para entretenimiento, para que vayan a comer, y pues eh.. algo que alla ahy, en ese lugar para todas las personas que vivemos cerca de ahy.

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

DELMIRA GONZALEZ: bueno pues esperamos tambien que ese parque tenga uno horario de.. de asi como los otros parques que ya para las 8 ese parque ya este cerrado, porque ahy hay muchas viviendas, y ahy familias, y esperamos, pues que no perjudique todo el ruido y todo eso y que no haiga contaminacion. Y gracias.

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

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

OPHELIA PLATON: Hola buenas tardes, my nombre es Ophelia, y yo pertenezco a la Union De Vecinos. Y somos vecinos de aqui vecinos de Boyle Heighs, y mas que nada estamos preocupados por tanta contaminacion que ahy aqui en Boyle Heights, y tambien estoy preocupada porque van a poner el puente ahy donde nosotros este practicamente ya con tanta contaminacion que hay .. eh se me hace injusto ya para la gente que vive ahy, y al rededor por toda la calle Clarence, Clarence donde viven ellos, estas familias, .. eh la contaminacion deberian ponerse a pensar con los carros, deberian de no tener ese puente ahy para que corran los carros… mas que nada lo queremos como para los ciclistas, para que jueguen los ninos, hay que ver este…

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

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

OPHELIA PLATON: y tambien otro de, de lo que estamos mas preocupados tambien que en vez de hacer parque, si todo eso es verdad, tengamos en cuenta como dijo aqui la senora Lorie? Necesitamos viviendas para la gente que que estan sin casas, o que estan siendo tambien desalojados, y sus viviendas, entonces yo pienso que es tiempo de que nosotros como comunidad levantemos la voz, y nos pongamos a.. a pedir viviendas, pero que sean viviendas para uno, para nosotros que no, no ten.. hay muchos que no tienen viviendas.

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

OPHELIA PLATON: y este ..pues ahorita..pues ya como decidieron de hacer un parque, pero que hagan un parque en donde de veras, de veras hesta.. vaya la comunidad a a a jugar.. los ninos. Porque a veces se hace, se van otra, otra clase de gente a pasearse ahy. ..entiende? ya van borracios, ya van este que se van a drogar ahy, y necesitamos que sea mas vigilantes tambien, que haya

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vigi… que vigilen! que haya alguien que este vigilando. Porque de que sirve, que vamos a tener un parque bien bonito si va haver mucha delinquencia. Gracias.

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

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

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

[CROSSTALK]

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

ANA HERNANDEZ: Buenas noches a todos, my nombre es Ana Hernandez. Vengo de Pico Gardens a.. Soy una de las residentes mas afectadas en el area. Ee.. Nosotros representamos a 296 unidades y realmente nuestra comunidad como ustedes saben, ah.. es una de las areas que mas contaminacion tiene, Boyle Heights, son 3 comunidades.

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

ANA HERNANDEZ: Como ustedes saben, son 3 comunidades bastante a.. contaminados que son Pacomia, Long Beach y Boyle Heights, y Boyle Heights esta bastante contaminado con el humo de todo la, te dotos los carros que

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pasan aqui, verdad? Entonces ustedes nos estan viendo, le digo ustedes porque muchos de ustedes estan envolucrados en este desarollo, y talvez muchos de ustedes no viven en Boyle Heights. Pero nosotros si vivimos en Boyle Heights, y nos damos cuenta del problema que esta teniendo nuestra comunidad, y una de ellas es que la gente se sta enfermando de cancer.

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

ANA HERNANDEZ: Entonces ..ah, ustedes solamente estan viendo el poder economico, verdad? pero no estan viendo el, el sentimiento y los problemas que estan pasando en la comunidad. Ah.. hasta ahy no se termina este proyecto

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

ANA HERNANDEZ: La razon que nosotros estamos preocupados es que [INDISCERNIBLE] siendo este lugar, pero este lugar para quienes se le va hacer? Porque lo mas probable que en un futuro tambien nosotros vamos a ser desalojados. Nosotros tenemos un esperiencia porque hemos trabajado aqui por 20 anos, y este es el resultado de lo que esta pasando, de lo que se planeo ace 20 anos. am eh ah.. desalojo.

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

ANA HERNANDEZ: Quando se termine, quando se termine este proyecto todos ustedes se van a ir. No se van a quedar en Boyle Heights. Nosotros si nos vamos a quedar en Boyle Heights, y tambien…

TRANSLATOR: So all of you here tonight, people who are involved in this project in Boyle Heights, you, you're gonna go home and then we're going to stay here. We're going to live through, through everything that will bring, um, building project.

ANA HERNANDEZ: Ahora tambien para continuar con este proyecto, ah.. ah, una de las representantes la vez pasada asisitio a una de estas juntas, yo no pude, ah. pero nos ella nos comento que se le dieron diferentes ah a organizaciones..un documento que solamente estaba escrito en Ingles. Entonces la [INDISCERNIBLE] como ustedes saben la gran mayoria de la gente de Boyle Heights hablan Espanol, y es muy importante que a nosotros nos den un documento que sea tra .. traducido al Espanol para poder entender

TRANSLATOR: There was another meeting, um, one of the people I work with went to the meeting I was not able to attend, but she told me that there was a document that where was given to the public or… yes. Okay. Yeah, there were

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actually different, um, there were different organizations that came together or were meeting, and there was a document, and uh, but it was only in English, so I would ask that every document that you produce, please um translate it into Spanish. Keep in mind that people in Boyle Heights, most of the people speak Spanish.

[INDISCERNIBLE]

ANA HERNANDEZ: Ok entonces nosotros exsigimos que realmente haya un proceso comunitario queremos ah.. proponer que se haya ah.. ah.. ah..que estas juntas que haya en nuestras comunidades ah.. y se, y se invite a las organizaciones que estan trabajando con nosotros que son Proyecto Pastoral, ah.. Union De Vecinos, y otras organizaciones que estan ah..dentro de nuestra comunidad que realmente ellos saben el problema de nosotros y queremos que las giuntas se lleven acabo ahy, y que toda la gente de la comunidad participe. Porque lo que yo estoy viendo aqui en todas estas giuntas en que yo he estado partecipando, son personas que estan desarrollando este proyecto, y la gente de la comunidad no esta partecipando

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

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

JOE DIAZ: So um, my name is Joe Diaz. Longtime resident of Boyle Heights. Uh, 25 years in Pico [SOUNDS LIKE] Aliso where a majority of the residents who live in Pico Aliso are gonna be able to take advantage of that park. It's gonna be built, I'm talking about the [INDISCERNIBLE] Um, for us, for me, um, an opportunity to take advantage of something that's being offered. It's rare that something like this comes to Boyle Heights and saying we want to build something. We definitely want to grow. Um, you guys know Boyle Heights is changing. Uh, as a longtime resident, as a neighborhood councilmember, uh, Boyle Heights tech center which is on 4th and Gless. Um, again, everyone, like some of the residents with the, the people have just spoken before us are concerned about issues and I'm glad they're concerned about those issues. But this is an opportunity to take advantage of, for our residents, for everyone in Boyle Heights. You know, in Boyle Heights there is about six parks in the area. There's not an opportunity to build at some point. These parks were there before we got here, these parks are gonna be there after, uh, for us, to see a park to be, it's a Lego park. It's our, we can build this park as community residents together. I say we get together, we build this park and have say-so. Not saying that they're not taking us into consideration, but they want [INDISCERNIBLE] There's not enough residents here, definitely understand that. But I obviously think meetings should be held different places in the area. Well again, this is an opportunity for

us to see something different. A bridge is going to come no matter what, the bridge that we have there is gone. We wan to see a new bridge as an opportunity. There's nothing better than gapping the bridge between Boyle Heights and downtown LA and West LA. I work at the Boyle Heights Tech Center. Our team there is, the bridge to Boyle Heights, I mean, the bridge from Boyle Heights to Hollywood, we are the only city [INDISCERNIBLE] to have a TV studio and a music studio. That gap to Hollywood is there. Build that bridge to Hollywood. Same thing to here, from Boyle Heights to downtown, as much as downtown is growing. Whether they say, the more expensive to rent in downtown than Bel Air, well, might as well make down, Boyle Heights, continue to make more heights for everyone. This is an opportunity for all the residents who are here to take advantage of what's being offered. I probably went in circles, but just wanted to just say that I think that.

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

DARIA NUNEZ: Buenas tardes my nombre es Daria Nunez. Yo soy residente de Pico Gardens, y ami me emociona este proyecto que ustedes estan haciendo, pero tambien me preocupa por toda la contaminacion que vamos a tener mientras lo estan construyendo

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

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DARIA NUNEZ: Les pido que tomen las precuaciones necesarias para proteger a nuestra comunidad, de la la contaminacion que esto trae

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

DARIA NUNEZ: Este tambien com oven no hay mucha comunidad, pero hemos hablado con diferentes residentes de Pico Gardens. Ellos estan emocionados por un un lugar que tiene la ciudad, y a ellos les gustaria ver que ese lugar fuera de multiple usos.

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

DARIA NUNEZ: El lugar de que yo estoy hablando es el lugar endonde se va hacer este proyecto cercas de ahy. Y queremos que se les den un uso, en la manana que se les den servicios a los ninos, porque no tenemos aqui cercas un lugar que sea designado para los ninos, y en las tardes le pueden dar servicio tambien a los jovenes

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

DARIA NUNEZ: Tambien lo que se ha hablado en la comunidad lo que quieren ver es un parque aquatico, para estos calore que vienen no tenemos aqui cerca tambien esa esa clase de parque

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

DARIA NUNEZ: Y les quiero pedir tambien que tomen en cuenta hacer estas reuniones en otros lugares, para que se haya mas partecipaciones y que se escuche la voz de la comunidad

TRANSLATOR: Also I would like to ask you to um have these meetings in different locations so we can have more community members, um, present.

DARIA NUNEZ: Gracias y esperamos como mencionaron algunas de las companeras que esos documentos nos los traduzcan al Espanol por favor.

TRANSLATOR: Thank you so much and I also would like to remind you uh like one of my um fellow members said that please [INDISCERNIBLE] documents in Spanish. Thank you.

ROCIO HERNANDEZ: Thank you for your comment. Okay, so our final speaker this evening is Raul Diaz. You still have an opportunity have an opportunity to get a speaker card in if anyone else would like to speak. And after the close of the

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comment section, the project team will move to the back of the room, be available to, um, you know, have answer individual questions as needed around the boards.

RAUL DIAZ: Hello, good evening everyone. Um, follow up some of the questions and concerns that were brought up: environmental, pollution, the soil. I would like to make sure that we protect the soil and we check it before we continue to build the park. I wouldn't want it to be like what happened in the Belmont High School, the new Belmont, where they started the construction and then took four years to get it started because they found lead and asbestos or whatever else they found in the soil. So I would like to really make sure that we check the soil before anything even further from [INDISCERNIBLE] come up with ideas. The ideas are great, but someone tried to bring it up, and we find out later we have to stop the, the development of this park because of what's going on. And after we do that, I would like to make sure that the center the way, the ladies and our elders from the community are talking about, I believe it's the building on the south side of the park off of Anderson, there's an industrial building there that, it's empty and I think we can use it for several things. One, a café or a little diner or little snack shop. Senior citizens in the morning, youth programs in the evening. A multi-purpose room center for everyone to bring people from the other side of the bridge from this side of the bridge. Um, and a big concern that I have, I grew up in the community. I'm from the community. I grew up in Pico Gardens. I continue to hang out in Pico Gardens. I coach. So I see the traffic that's going around that

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whole, that whole section. What are we gonna do with the big rigs that are gonna be going through there and holding up traffic throughout the day? What are we gonna do about the traffic of the people that are speeding down Anderson and Mission, 7 p.m., 8 p.m., 5 p.m.? What are we gonna do with all the people who are using those little streets to shortcut and to the 101, to the 5 freeway? Because we don't pay attention to that, we have kids from the Pico Gardens projects that are gonna be walking over there. And, and it's obvious. Before getting to the park, it's all industrial. There could be a kid hit by a car there and no one will ever notice because it's so industrial out there. It's not commercial, it's not just [INDISCERNIBLE] or anything like that, so the safety concerns I have, and it's not a big thing on the west side, but on this side it's a big thing, is speed bumps. Speed bumps, one way streets, something to make it safer for our community and our kids and our elders who are crossing the street then. If you go through Anderson, they just put up a stop sign on Anderson and Inez, I believe. As a resident of Pico Gardens, I would always hear people racing down that street. A stop sign just went up there in my whole life there, 42 years. You think that stop sign, it's over? Or one more. Homelessness and historic landmarks. Um, I hope the historic landmarks on the east side of the bridge get put in the park. Um…

ROCIO HERNANDEZ: Thank you for your comment. Thank you, everybody, for participating this evening and send us your comments. The comment period closes on uh May 22nd and I'll hand it over, if there's any more closing remarks.

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Okay, we do have additional handouts at the, the sign-in table, both in English and Spanish so please help yourself.

FEMALE SPEAKER: So hello once again. Um, thank you once again so much for coming out tonight, for making your verbal comments. As Jan mentioned, the comment period will be ending on May the 22nd. So you still have about two weeks or so to either make a written comment, um. We do have over, at the registration table, a few different ways that you can still make a, a comment. You can email Jack or you can mail your comments as well via, via mail. Um, a few other just kind of announcements. Um, over at the registration table we did have an executive summary. So if you did not grab one, it looks like this and it has um several different images inside. So what we actually did is we summarized the initial study, so the initial study is about a 100-page document. Um, we unfortunately um cannot print a copy for every single one of you, so what we did is we have placed copies of the initial study in key locations. So the locations over on the Arts District, we have a copy at the Central Library. We have a copy at the Little Tokyo library, um, over in Boyle Heights, we have a copy at Stevenson Library, Benjamin Franklin Library, Boyle Heights technology center and Boyle Heights City Hall. So if you would like to take a look at the 100-page um document, you're welcome to do so in any of those locations. You're also welcome to grab a copy of the executive summary. So what we did is we summarized the entire document. Sometimes they're a little hard to read. Uh, very tech, you know, tech terms that are hard to understand. So we really um

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summarized it and made it an easy-to-read language. We did also translate that document into Spanish. Um, so we have that document in Spanish, um, and you're also welcome to grab a copy um in the registration table. And what other announcements do I have? I believe uh that is it. If any of you are interested, we are having um a little separate announcement. On May the 20th, we are having a construction resource and career fair. We have fliers over at the front, so if you know of anybody, yourself, a family member, a friend, who is looking to uh maybe join a union, um, looking for a career change, uh, in the construction field, please um refer them um to this fair. Just wanted to make that announcement. And um, once again, thank you very much. Comment period ends May the 22nd. If you did not um sign in at the front, please make sure you do so, so that we can continue to send you emails and send you notifications of any upcoming meetings that we have. We will be, um, returning in the summer. Um, and so in the summer, we will be providing, um, as was mentioned, some um potential landscape, um, design options. So we are still reviewing all the, all the summaries that we collected, and we will be kind of consolidating them and providing some proposals for you this summer. So please um, look out for that notification and thank you once again for your engagement tonight.

FEMALE SPEAKER: Um, we—Okay. Thank you. Get home safely.

[END AUDIO]

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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@tetratech.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>

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CITY OF LOS ANGELES

---------- 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 Email Smithw2@amtrak.com

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-8391
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Serious Drought.
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a California Way of Life.

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.

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,

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

CCA
CENTRAL CITY ASSOCIATION OF LOS ANGELES

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,

Jessica Lall
President & CEO

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

626 Wilshire Blvd., Suite 200, Los Angeles, CA 90017 Phone: 213.624.1213 Fax: 213.624.0858 Web: ccala.org

Department of Toxic Substances Control

Matthew Rodriquez
Secretary for
Environmental Protection

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.

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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.

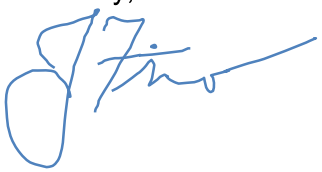
   MTA/Butterfield (Envirostor ID: 19281223) located at 590 South Sante Fe Avenue is a 2.7 acre property that was used to manufacture paint and lacquer and was also a printing manufacturing facility. Soil and groundwater are contaminated with volatile organic compounds. This project is located within the 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

FRIENDS OF THE LA RIVER

570 W. AVE 26 #250
LOS ANGELES
CA 90065
323.223.0585
CONTACT@FOLAR.ORG

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, Land-use 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

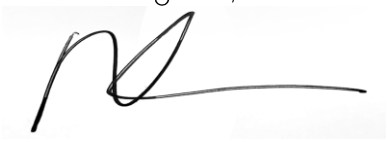
FRIENDS OF THE LA RIVER

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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

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 | Nadine Salas, Vice-Chairman | Christina Swindall Martinez, secretary
Albert Perez, treasurer I | Martha Gonzalez Lemos, treasurer II | Richard Gradias, Chairman of the Council of Elders
PO Box 393, Covina, CA 91723 | www.gabrielenoindians.org | gabrielenoindians@yahoo.com

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LATHAM & WATKINS LLP

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Milan	

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

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
ENGINEERING
CITY OF LOS ANGELES

——— 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.

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

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 of 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, SCRRA, 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 SCRRA. Access to Metro ROW before, during or after construction will require a right-of-entry permit from Metro and SCRRA.

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 SCRRA 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 SCRRA 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.

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 be7constructed 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> Wed, May 17, 2017 at 12:59 PM
To: Jan.Green.Rebstock@lacity.org

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.

DIRECT LINE (213) 236-0907
24 HR HOTLINE (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> Wed, Apr 19, 2017 at 2:58 PM
To: Jan.Green.Rebstock@lacity.org

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 f. 213-559-0740
@shopmidnightrider - Instagram

STATE OF CALIFORNIA
NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710

Edmund G. Brown Jr., Governor

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, subds. (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:
    a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
    b. 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:
    a. Avoidance and preservation of the resources in place, including, but not limited to:
        i. Planning and construction to avoid the resources and protect the cultural and natural context.
        ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
    b. 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:
        i. Protecting the cultural character and integrity of the resource.
        ii. Protecting the traditional use of the resource.
        iii. Protecting the confidentiality of the resource.
    c. 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.
    d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
    e. 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)).
    f. 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:
    a. 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.
    b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
    c. 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.

b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
   a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
   b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
   a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
   b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
   c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at gayle.totton@nahc.ca.gov.

Sincerely,



Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

cc: State Clearinghouse

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). 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 NOx 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. Guidance[1] 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 pf 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.

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 you 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 submiħ ng addiĕonal comments in response to the PARC Project NOP by the May 15, 2017 deadline.

Should you have queseons 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

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 be 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

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

New Bussiness Engineer can be found at Find the Right Person

How to Apply for Encroachment Permits information can be found at Encroachment Permits

----------Confidentiality Notice----------
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FORM GEN. 160 (Rev. 9-16)

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-away 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 be 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

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

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

Los Angeles Department of Water & Power

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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

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@tetratech.com>, Richard Galvin <richard@gpaconsulting-us.com>, Erinn 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 | Nadine Salas, Vice-Chairman | Christina Swindall Martinez, secretary
Albert Perez, treasurer I | Martha Gonzalez Lemos, treasurer II | Richard Gradias, Chairman of the Council of Elders
PO Box 393, Covina, CA 91723 | www.gabrielenoindians.org | gabrielenoindians@yahoo.com

STATE OF CALIFORNIA
NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710

Edmund G. Brown Jr., Governor

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, subds. (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:
    a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
    b. 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:
    a. Avoidance and preservation of the resources in place, including, but not limited to:
        i. Planning and construction to avoid the resources and protect the cultural and natural context.
        ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
    b. 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:
        i. Protecting the cultural character and integrity of the resource.
        ii. Protecting the traditional use of the resource.
        iii. Protecting the confidentiality of the resource.
    c. 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.
    d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
    e. 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)).
    f. 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:
    a. 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.
    b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
    c. 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.

b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
   a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
   b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
   a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
   b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
   c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at gayle.totton@nahc.ca.gov.

Sincerely,



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cc: State Clearinghouse