

Chapter 1

Introduction

This Draft Environmental Impact Report (EIR) evaluates the Sixth Street Park, Arts, River & Connectivity Improvements (PARC) Project (proposed Project) in the City of Los Angeles pursuant to the requirements of the California Environmental Quality Act (CEQA, Public Resources Code sections 21000 et. seq.) and the CEQA Guidelines. The City of Los Angeles (City) Department of Public Works, Bureau of Engineering (LABOE) is the Lead Agency under CEQA.

This chapter presents the following background information for the proposed Project:

- The authority of the City to prepare this Draft EIR,
- The purpose of the environmental review process,
- The scope and content of the Draft EIR,
- Public outreach efforts during the CEQA process,
- Key principles guiding the preparation of this Draft EIR, and
- Related projects considered when analyzing the potential for cumulative environmental impacts.

1.1 Background and Project Overview

The proposed Project would be located in the City between Mateo Street and United States Highway 101 (U.S. 101), underneath and adjacent to the Sixth Street Viaduct (Viaduct). The Viaduct connects the Arts District on the west side of the Los Angeles River (LA River) with Boyle Heights on the east side of the LA River. The City is currently replacing the Viaduct, which is anticipated to be substantially completed in 2022 (Viaduct Replacement Project). The proposed Project would be located on approximately 13 acres owned by the City in Council District 14, at the boundary of the City of Los Angeles' Central City North and Boyle Heights Community Plan areas.

Features of the proposed Project include, but are not limited to, a café, concession area, public restrooms on each side of the LA River, performance and public gathering areas, flexible play areas and lawns, adult fitness equipment, dog play areas, landscaped areas, public art, sports fields and courts, children's play areas and splash pad, picnic and grilling areas, parking spaces, skate park elements, bicycle and pedestrian paths, stormwater infrastructure improvements, and rain gardens. In addition, the proposed Project could include the installation of reinforced concrete planted terraces on the west and east banks of the LA River. The proposed Project would generally include components noted in the *Los Angeles River Revitalization Master Plan* (City of Los Angeles, 2007). Chapter 2, Project Description, provides a more detailed description of the proposed Project.

1.2 Purpose and Intended Use of this EIR

The purpose of this Draft EIR is to inform decision-makers and the general public of the potential environmental impacts that could result from the proposed Project. Under the CEQA Guidelines, an EIR

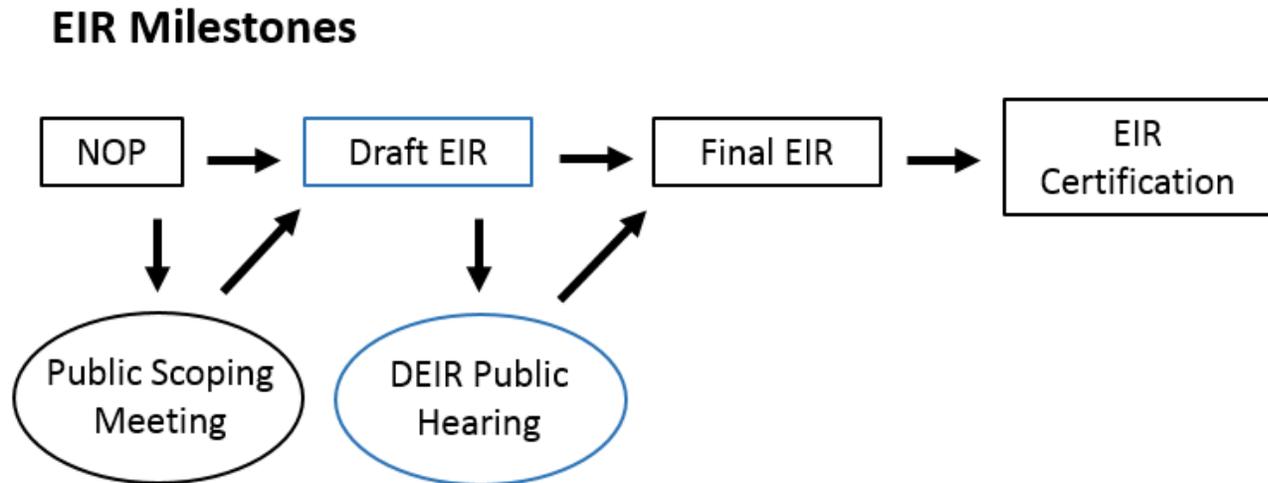
is the most comprehensive form of environmental documentation. It provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts. An EIR is one of the various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority.

The City of Los Angeles is the CEQA lead agency for the proposed Project. The Draft EIR was prepared by and under the direction of the LABOE, which is responsible for recommending approval and implementing the proposed Project. The LABOE is responsible for obtaining the required environmental and planning permits and approvals as well as designing and constructing the proposed Project. In addition, the Los Angeles City Council must approve and certify the EIR.

CEQA requires the decision-making body to balance, as applicable, the economic, legal, social, technological, or other benefits of the project against the unavoidable environmental risks when determining whether to approve the project. If the benefits of a project outweigh the unavoidable significant environmental impacts of the project, the significant environmental impacts may be considered acceptable. A lead agency is required to prepare a Statement of Overriding Considerations (SOC) when the lead agency approves a project that would result in significant, unavoidable impacts. The SOC contains the specific reasons that support the agency's decision, based on the Final EIR and/or other information in the administrative record. The SOC must be supported by substantial evidence in the record, including findings. In addition, pursuant to Section 21081.6 of CEQA, when approving a project, public agencies must also adopt a mitigation monitoring plan or program for changes that were incorporated into the project or made a condition of project approval to mitigate or avoid significant environmental impacts.

As described in Sections 15121(a) and 15362 of the CEQA Guidelines, an EIR is an informational document that informs public agency decision-makers and the public of the significant environmental effects of a project, identifies possible ways to minimize the significant effects, and describes reasonable alternatives to the project. The purpose of this Draft EIR, therefore, is to focus the discussion on those potential effects of the proposed Project on the environment that the lead agency has determined may be significant. In addition, feasible mitigation measures are recommended, when applicable, to reduce or avoid significant environmental impacts.

As shown in **Figure 1-1**, EIR Process Overview, an EIR is prepared in three key stages. The CEQA process is initiated when the lead agency identifies a proposed project. The lead agency then normally prepares an Initial Study (IS) to identify the preliminary environmental impacts of a proposed project. If the IS determines that a project could have significant, unavoidable environmental impacts, the lead agency must prepare an EIR. A Notice of Preparation (NOP) is prepared to notify public agencies and the general public that the lead agency is initiating the preparation of an EIR. The NOP/IS are circulated for a 30-day review and comment period. During this review period, the lead agency requests comments from agencies, interested parties, stakeholders, and the general public on the scope and content of the environmental information to be included in the Draft EIR.

Figure 1-1: EIR Process Overview

After the close of the 30-day review and comment period, the lead agency continues the preparation of the Draft EIR and associated technical studies (if any). Once the Draft EIR is complete, a Notice of Availability (NOA) is prepared to inform agencies and the general public of the document and the locations where the document can be reviewed. The Draft EIR and NOA are circulated for a 45-day review and comment period, unless the State Clearinghouse approves a shorter period, to provide agencies and the general public an opportunity to review and comment on the adequacy of the analysis and the findings regarding potential environmental impacts of the proposed project. This Draft EIR is being circulated for 60 days.

After the close of the review and comment period, responses to all comments received on the Draft EIR are prepared. The lead agency also prepares a Final EIR, which incorporates the Draft EIR or a revision to the Draft EIR, Draft EIR comments and a list of commenters, and responses to comments. In addition, the lead agency must prepare the following items:

- Findings of fact for each significant effect identified;
- The SOC, if there are significant impacts that cannot be mitigated; and
- A mitigation monitoring and reporting program to ensure that all proposed mitigation measures are implemented.

The Board of Public Works will consider the Final EIR and make a recommendation to the Los Angeles City Council, as the governing body of the City of Los Angeles, regarding certification of the Final EIR and project approval. The City Council may certify and approve the Final EIR or may choose to not approve the project. Recommending bodies (LABOE) and the final decision-makers (City Council) would use the Final EIR to weigh the benefits of the project against its environmental impacts.

During the environmental review and project approval process, people and/or agencies may address the Board of Public Works and City Council regarding the proposed project. Public notification of agenda items for the Board of Public Works would be available online at the following website:

<https://www.lacity.org/your-government/departments-commissions/boards-and-commissions/board-public-works-meetings>

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

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

Agendas can also be accessed via the internet at the link provided above.

Within 5 days of project approval, the LABOE will file a Notice of Determination (NOD) with the County Clerk. The NOD will be posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the CEQA approval by the lead agency. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the proposed project and issues that were presented to the lead agency in writing during the public review and comment periods regarding the EIR.

1.3 Scope and Content of the Draft EIR

In accordance with the requirements of CEQA, the City prepared a NOP/IS, dated April 13, 2017, which identified topics requiring further analysis in the Draft EIR. The IS concluded that the proposed Project would result in less than significant or no impacts related to agriculture and forestry resources and mineral resources. In addition, no impacts related to wildfire are anticipated. Therefore, no further analysis of these resources would be required in the Draft EIR. The focus of this Draft EIR has been limited to the following environmental impact areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources and Tribal Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise and Vibration
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems

1.3.1 Notice of Preparation/Initial Study

As described above, the LABOE prepared a NOP/IS for the proposed Project, dated April 13, 2017, in accordance with Section 15082 of the CEQA Guidelines. The NOP was circulated for 30 days, with the public review period occurring from April 13, 2017, to May 22, 2017.

A notice, informing the public of the availability of the NOP/IS, was printed in English in *DTLA News* and in Spanish in *La Opinión*. The notice was also circulated to members of the public, local and state agencies,

organizations, and interested parties to solicit comments on the proposed Project. Concerns that were expressed in response to the NOP/IS include, but are not limited to:

- Handling hazardous waste and contaminated substances;
- Exposing sensitive receptors to pollutants, lights, noise, and vibration;
- Taking existing and potential transportation facilities into account;
- Considering public safety and security around railroad tracks and the LA River;
- Describing mechanical, electrical, sewer capacity, and stormwater drainage requirements;
- Consulting with Native American Tribes; and
- Discussing potential impacts related to right of way, traffic, population growth, displacement, and homeless populations.

These concerns were addressed during the preparation of this Draft EIR. For a full summary of comments received on the proposed Project, see **Table ES-2**. The NOP/IS and received comments are included in **Appendix A** of this Draft EIR.

The NOP/IS was available at the LABOE website, http://eng.lacity.org/sixthstreet_parks_arts, as well as at the following public facilities during the public review period:

- Central Library, 630 West Fifth Street, Los Angeles, CA 90071
- Little Tokyo Library, 203 South Los Angeles Street, Los Angeles, CA 90012
- Robert Louis Stevenson Library, 803 Spence Street, Los Angeles, CA 90023
- Benjamin Franklin Library, 2200 East First Street, Los Angeles, CA 90033
- BH Technology Center, 1600 East Fourth Street, Los Angeles, CA 90033
- Boyle Heights City Hall, 2130 East First Street Suite 241, Los Angeles, CA 90033

Comment letters regarding the NOP/IS were received from the public, as well as the following organizations, agencies, and interested parties:

- Amtrak
- Arts District Los Angeles Business Improvement District
- California Department of Toxic Substances Control (DTSC)
- California Department of Transportation (Caltrans)
- Central City Association of Los Angeles
- City of Los Angeles Department of Recreation and Parks (RAP)
- City of Los Angeles Department of Water and Power
- City of Los Angeles Sanitation
- Friends of the LA River

- Latham & Watkins LLP
- Los Angeles County Metropolitan Transportation Authority (Metro)
- Native American Heritage Commission
- Gabrieleño Band of Mission Indians-Kizh Nation
- South Coast Air Quality Management District (SCAQMD)
- Union Pacific Railroad (UPRR)

1.3.2 Public Outreach Efforts

Planning efforts to engage local communities and stakeholders in the proposed Project began in January 2017, and included the following:

- **Site tours:** Guided community site tours of the Project Area were conducted on January 7, 2017, with community leaders.
- **Small focus group meetings:** Small focus group meetings were held with community leaders and youth on January 10, 2017; January 12, 2017; and March 8, 2017, to discuss potential park features and uses.
- **Large community meetings:** Community meetings were held on February 7, 2017, at the PUENTE Learning Center, and on February 8, 2017, at the Southern California Institute of Architecture (Sci-Arc). The community meetings had a combined attendance of more than 300 people to discuss potential park features and uses, and the evolving park design process. A survey was distributed at the community meetings and made available on the LABOE website to allow the public to vote on their preferred park features. Over 1,000 survey responses were received. On March 28 and 30, 2017, additional community meetings were held at Sci-Arc and the PUENTE Learning Center, respectively, to present three conceptual approaches for the park, which incorporated public feedback from the surveys. Additional community meetings were held (in English and Spanish) on September 19, 2017, at the Aliso Pico Recreation Center, and on September 20, 2017, at Sci-Arc. At the meetings, attendees voted on the preferred conceptual design for the park.
- **Public Scoping Meetings:** A public scoping meeting was held on May 3, 2017, at the PUENTE Learning Center in Boyle Heights. The purpose of the meeting was to seek input from agencies, organizations, and the public on potentially affected resources, environmental issues to be considered, and the lead agency's planned approach to the analysis in the Draft EIR. A bilingual (English and Spanish) public scoping meeting was held on May 11, 2017, at the Aliso Pico Gymnasium in Los Angeles, in response to public feedback. The bilingual meeting discussed the same topics and provided the same resources as the May 3, 2017, meeting. During the public scoping meetings, the public expressed concerns regarding gentrification, rent prices, housing development, population growth, and the displacement of existing populations and the homeless. **Appendix A** includes comments that were received during the public scoping meetings. Per the requirements of CEQA, a public meeting will be held following completion of the Draft EIR.
- **Small group meetings:** Additional small group meetings, focus groups, and presentations to community stakeholders groups have also occurred.

- **Community survey:** At the community meetings, surveys were conducted to better understand the potential park user needs and obtain public input on desired park uses and amenities. Surveys were also available to public and other interested parties at <http://www.sixthstreetviaduct.org/>. Over 1,000 people responded and a summary of the results was posted at the website above.

The project design team will continue to engage the community throughout the design process. Updates on upcoming meetings can be found at <http://www.sixthstreetviaduct.org>.

1.4 Responsible and Trustee Agencies and Project Approvals

Under CEQA, a responsible agency is a public agency, other than the lead agency, that has responsibility to carry out or approve a project (Public Resources Code [PRC] Section 21069). A trustee agency is a state agency that has jurisdiction by law over natural resources that are held in trust for the people of the State of California (PRC Section 21070).

The following agencies and organizations may be required to provide project approvals and/or permits (see also **Table 2-2**, Responsible Agencies in Chapter 2, Project Description, of this Draft EIR):

- Amtrak
- Burlington Northern Santa Fe
- California Department of Fish & Wildlife
- California Department of Toxic Substances Control
- California State Historic Preservation Office
- City of Los Angeles Board of Public Works
- City of Los Angeles Bureau of Street Lighting
- City of Los Angeles City Council
- City of Los Angeles Department of Building and Safety
- City of Los Angeles Department of City Planning
- City of Los Angeles Department of Cultural Affairs
- City of Los Angeles Department of Recreation and Parks
- City of Los Angeles Department of Transportation
- City of Los Angeles Department of Water and Power
- City of Los Angeles Fire Department
- City of Los Angeles Sanitation
- Federal Railroad Administration
- Federal Transit Administration
- Los Angeles County Fire Department

- Los Angeles County Metropolitan Transportation Authority
- Los Angeles Regional Water Quality Control Board
- South Coast Air Quality Management District
- Southern California Regional Rail Authority
- United States Army Corps of Engineers
- Union Pacific Railroad

1.5 Organization of the Draft EIR

This Draft EIR conforms to the content requirements stated in Sections 15120 through 15132 of the CEQA Guidelines. A list of the document's chapters, including a brief description of their content, is provided here to assist the reader in locating information.

Executive Summary: The Executive Summary provides a brief description of the proposed Project, including a summary of the impact analysis and recommended mitigation measures.

Chapter 1. Introduction: This chapter provides general background information regarding project development. In addition, this chapter describes the purpose of CEQA and this Draft EIR, as well as the Draft EIR scoping process, the availability of documents, and the Draft EIR review process.

Chapter 2. Project Description: This chapter presents a statement of the proposed Project's objectives, a description of the location and setting of the proposed Project, a detailed description of the proposed Project's physical characteristics, and related information on phasing and implementation.

Chapter 3. Environmental Impact Analysis: This chapter analyzes the potential impacts that could occur as a result of construction or implementation of the proposed Project. The impact discussion is organized by issues that have the potential to result in significant impacts.

Chapter 4. Comparison of Alternatives: This chapter includes a discussion of the proposed alternatives and compares the impacts associated with each alternative.

Chapter 5. Other Environmental Considerations: This chapter evaluates impacts related to growth-inducing effects and cumulative growth. Impacts found not to be significant and unavoidable adverse impacts are also summarized.

Chapter 6. Preparers, Contributors, and Oversight: This chapter lists the persons who prepared this Draft EIR, as well as the persons who were consulted to obtain the information that was used in the preparation of this Draft EIR.

Chapter 7. References: This chapter lists the sources of information that were referenced for the analyses contained within this Draft EIR.

1.6 Related Projects

The proposed Project would be located underneath and adjacent to the Viaduct. The Viaduct connects the Arts District on the west side of the LA River with Boyle Heights on the east side of the LA River. The

City is currently replacing the Viaduct, which is anticipated to be substantially completed in 2022 (Viaduct Replacement Project).

Other federally funded projects in proximity to the proposed Project have components which include intersection improvements for bicycles and pedestrians, landscaping features, and bicycle lanes in the proposed Project Area. Three separate but related projects that are associated with the proposed Project include Active Transportation Program (ATP) projects that are federally funded but administered through the Los Angeles County Metropolitan Transportation Authority (Metro). ATP-1: Sixth Street Viaduct Replacement Project Bicycle and Pedestrian Facilities (currently in design), ATP-2: Boyle Heights Pedestrian Linkages (currently in design), and ATP-3: Downtown LA Arts District Pedestrian and Cyclist Safety Project (currently in design) include improvements to the safety and accessibility of bicycle and/or pedestrian facilities in the vicinity of the proposed Project. In addition, City of Los Angeles Sanitation is proposing a parking lot with approximately 30 to 40 spaces at the intersection of Jesse Street and Mission Road.

Other development projects within a half-mile buffer of the Project Area are included in **Table 1-1** (see **Figure 1-2**, Development Projects).

1.7 Key Principles

1.7.1 Forecasting

In this Draft EIR, LABOE has made its best effort to predict and evaluate the reasonably foreseeable direct, indirect, and cumulative environmental impacts of the proposed Project and alternatives. CEQA does not require LABOE to engage in speculation about impacts that are not reasonably foreseeable (CEQA Guidelines Sections 15144, 15145). In these instances, CEQA does not require a worst-case analysis.

1.7.2 Reliance on Environmental Thresholds and Substantial Evidence

The identification of environmental impacts as significant or less than significant is an important function of an EIR. Impacts determined to be less than significant only need to be acknowledged as such; however, an EIR must identify mitigation measures for any impact identified as significant. In this Draft EIR, the LABOE based its conclusions about the significance of environmental impacts on identifiable thresholds, specifically those from the Appendix G of the CEQA Guidelines and has supported these conclusions with substantial scientific evidence. In addition, the document includes screening and significance criteria provided in the *L.A. CEQA Thresholds Guide* to assist in determining the significance of environmental impacts on the thresholds identified in Appendix G of the CEQA Guidelines (City of Los Angeles, 2006). The thresholds of significance analyzed in this Draft EIR reflect only those that were not previously eliminated in the IS (see **Appendix A** of this Draft EIR). Therefore, only the remaining thresholds from CEQA Appendix G and the *L.A. CEQA Thresholds Guide* that were not addressed in the IS are evaluated.

Table 1-1: 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 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
RD-15	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
RD-16	Soho Warehouse	1000 South Santa Fe Avenue	Market, health club, and restaurant
RD-17	Rolling Greens	1005 South Mateo Street	Industrial space for nursery and retail store
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	Sixth Street Viaduct	East Sixth Street	Replacement of 3,500-foot-long viaduct
UC-6	Hillcrest Mixed-Use	1745 East Seventh Street	57 apartment units and 6,000 square feet of retail space
UC-7	Mixed-Use Development (Carmel Partners)	520 South Mateo Street	600 live/work units, office space, retail space, and cultural space
UC-8	Office Mixed-Use Complex	640 South Santa Fe Avenue	Office, retail, and restaurant space
Proposed/Planned			
P-1	2 nd 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	4 th & Hewitt	401 South Hewitt Street	Residential-retail complex with office and retail space
P-4	Alameda and 4 th Lofts	360 South Alameda Street	328 apartment units and office, retail, and restaurant space
P-5	Mixed-Use Development (4 th & Hewitt)	940 East Fourth Street	93 live/work units and commercial space
P-6	Boutique Hotel/4 th & 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/5 th & Seaton	1100 East Fifth Street	Live/work units, and restaurant and retail space
P-13	Palmetto Colyton	527 Colyton Street	13 story building with 310 live-work units, retail use, and art production space
P-14	Office	540 South Santa Fe Avenue	Office space
P-15	Charter School	443 South Soto Street	Elementary school with student enrollment of 625

P-16	6 th at Central	930 East Sixth Street	236 apartment units and retail space
P-17	ATP Cycle 3/Downtown 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
P-18	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-19	6AM	1211 Wholesale Street	7 story building with residential units, hotel rooms, offices, retail, cultural, and school use
P-20	Density Bonus	733 Boyle Avenue	Up to 10 density bonus units
P-21	641	641 South Imperial Street	140 live/work units, retail, art production, and creative office space.
P-22	LA Sanitation Parking Lot	Intersection of Jesse Street and Mission Road	14,500 square-foot parking lot with approximately 30 to 40 parking spaces
P-23	Mission and Jesse Roundabout	Intersection of Jesse Street and Mission Road	Reconfiguration of the intersection of Mission Road, Jesse Street, and Myers Street
P-24	Mixed-Use Development (Camden USA)	1525 East Industrial Street	7 story building with 344 live/work units and commercial space
P-25	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 American with Disabilities Act (ADA) ramps at intersections, continental striping, and lighting.

P-26	AvalonBay Communities	668 South Alameda Street	475 live/work units and retail space
P-27	Mixed-Use/Industrial & Mateo	676 South Mateo Street	Live/work units and restaurant space
P-28	670 Mesquit	670 Mesquit Street	Office space, residential units, 2 hotels, and retail
P-29	Mixed-Use/7 th & Mesquit	2051 East Seventh Street	320 apartment units and restaurant and retail space
P-30	Elm Tree Investments	1800 East Seventh Street	7 story complex with 125 live/work units, retail space, artist production space, green space, and parking
P-31	Mixed-Use/7 th Street	2030 East Seventh Street	Office and retail space
P-32	Boutique Hotel/7 th & Santa Fe	710 South Santa Fe Avenue	Remodel a vacant fire house into a 10 room hotel with restaurant and retail space
P-33	Mixed-Use/Violet & Mateo	826 South Mateo Street	90 live/work units and retail and restaurant space
P-34	Mixed-Use Development (Violet St)	2143 East Violet Street	13 story building with 509 live/work units and commercial space (Omni Group)
P-35	The Fig Project	2130 East Violet Avenue	Office, retail and restaurant space
P-36	Mixed-Use Development (Tishman Speyer)	2159 East Bay Street	8 story building with offices, retail, and parking spaces
P-37	Mixed-Use Campus	2110 Bay Street	99 apartment units including 11 affordable housing units, and office and retail space
P-38	Mixed-Use/Bay & Mateo	1024 Mateo Street	Apartment units, office, restaurant, retail, and light industrial space
P-39	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

<p>P-40</p>	<p>Los Angeles (Union Station) to Anaheim (Anaheim Regional Transportation Intermodal Center [ARTIC]) Project Section of the California High-Speed Rail (HSR) System</p>	<p>Located at the ARTIC near Angels Stadium and the Honda Center.</p>	<p>HSR system from the city of Los Angeles to Anaheim</p>
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Source: (Kimley-Horn and Associates, Inc., 2019; City of Los Angeles, 2017; City of Los Angeles, 2019)

Figure 1-2: Development Projects

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1.7.3 Disagreement among Experts

During the public review of this Draft EIR, evidence that might raise disagreements may be presented. Such disagreements will be noted and will be considered by the decision-makers during the public hearing process. In accordance with the provisions of the CEQA Guidelines, known controversies concerning the environmental impacts of the proposed Project have been identified in the Draft EIR. The Draft EIR has included sufficient information to allow the public and decision-makers to make an informed judgment about the environmental consequences of the proposed Project.

1.8 Review of the Draft EIR

This Draft EIR will be circulated for review and comments from the public and other interested parties, agencies, and organizations for 60 days. Due to the global pandemic, a virtual public meeting in English and Spanish will be held on **July 14, 2021 at 6:30 PM** on Zoom. In-person accommodation, at a location in or near Boyle Heights, will also be made available for anyone requiring access to a screen or internet connection. Details about the in-person location will be available closer to the meeting date. A notice regarding the public review period and how to access the public meeting will be posted on the BOE project website: <https://eng.lacity.org/about-us/divisions/environmental-management/projects/sixth-street-park-arts-river-connectivity-improvements-parc>, and published in the *DTLA News* in English and *La Opinion* in Spanish. Project stakeholders will also receive mail and email notification.

During the public comment period, all comments or questions about the Draft EIR should be addressed to:

Dr. Jan Green Rebstock, Environmental Supervisor II
Department of Public Works
Bureau of Engineering, Environmental Management Group
1149 South Broadway, Suite 600, Mail Stop 939
Los Angeles, CA 90015
Email: Jan.Green.Rebstock@lacity.org

Following public review of the Draft EIR, a Final EIR will be prepared in response to comments received during the public review period. The LABOE does not have an obligation to respond to comment letters received after the close of the public comment period (Public Resources Code Section 21091(d)(1) and Public Resources Code Section 21092.5(c)). The Board of Public Works will consider the proposed Project and make recommendations to the Los Angeles City Council, the governing body of the City of Los Angeles, regarding certification of the Final EIR and project approval. The City Council may certify and approve the Final EIR or may choose not to approve the proposed Project.

The Final EIR will be available for public review at least 10 days prior to its certification (State CEQA Guidelines Section 15088(b)). All responses to comments submitted on the EIR by public agencies will be provided to those agencies at least 10 days prior to final action on the project. The City Council will make findings regarding the extent and nature of the impacts, as depicted in the Final EIR.

During the environmental review and project approval process, people and/or agencies may address the Board of Public Works and City Council regarding the proposed Project. Public notification of agenda items for the Board of Public Works would be available online at the following website:

<https://www.lacity.org/your-government/departments-commissions/boards-and-commissions/board-public-works-meetings>

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

Agendas can also be accessed via the internet at the link provided above.

Within 5 days of project approval, the LABOE will file a NOD with the State Clearinghouse and County Clerk. The NOD will be posted by the County Clerk within 24 hours of receipt. This begins the 30-day statute of limitations on legal challenges to CEQA approval by the lead agency. The ability to challenge the approval in court may be limited to those persons who objected to approval of the proposed Project and issues that were presented to the lead agency in writing during the public review and comment periods for the EIR.