Chapter 2

Project Description

2.1 Introduction

The Sixth Street Viaduct Division of the City of Los Angeles (City) Department of Public Works, Bureau of Engineering (BOE), is proposing the construction of the Sixth Street Park, Arts, River & Connectivity Improvements (PARC) Project (proposed Project). The 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 (Project Site). The City is the Lead Agency for the proposed Project under the California Environmental Quality Act (CEQA).

2.2 Project Location and Environmental Setting

The proposed Project would be located under and adjacent to the Sixth Street 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 2-1, Regional Location and Figure 2-2, 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 on the west side of the Los Angeles River (“River” or “LA River”) to the neighborhood of Boyle Heights on the east side of the LA River.

The Sixth Street Viaduct was a vital connection between Downtown Los Angeles and Boyle Heights. The majority of the Project Area is currently a construction site for the Sixth Street Viaduct Replacement Project (“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 County Metropolitan Transportation Authority (Metro), Southern California Regional Rail Authority (SCRRRA), 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
Figure 2-1: Regional Location
Figure 2-2: Project Area
TLRW used this tunnel to access the River from Santa Fe Avenue. The City of Los Angeles owns and operates this tunnel.

2.3 Land Use Designation and Zoning

The Project Area is within the Central City North and Boyle Heights Community Plan areas, which were last updated in 2000 and 1998, respectively (City of Los Angeles, 2000; City of Los Angeles, 1998). Both Community Plans are currently undergoing an update. The Project Area includes the following land use designations under the City of Los Angeles Planning and Zoning Code: Limited Industrial (zoned M1), Light Industrial (zoned M2), Heavy Industrial (zoned M3), Open Space (zoned OS) within the River channel, and Public Facilities (zoned PF).

2.4 Project Objectives

The proposed Project has the following objectives:

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

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

- Active and passive recreation that serves the needs of the community, particularly Boyle Heights and the Arts District.
- Connections to improvements within the neighborhoods in proximity to the Sixth Street Viaduct open spaces.
- Advanced design in keeping with the City's sustainability, low impact development (LID), green building, and Envision goals, which would include sensitivity to supporting all modes of traversing under the Viaduct.
- Promotion of multi-modal active transportation components, including linking to existing and future bicycle and pedestrian facilities.
- Environmentally friendly design that promotes beneficial stormwater treatment and/or capture throughout the site.
The most extensive project scope and associated impacts are being presented in this EIR; however, the City would only construct project elements that are within available funding at the time of construction bidding.

### 2.5 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 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 2-3, 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 2-1 provides the proposed programming activities and assumed traffic generators for the proposed Project. Figure 2-4, Proposed Site Plan, shows the overall site plan. Detailed site plans and renderings for the proposed park sections are included at the end of Chapter 2 (see Figure 2-7 through Figure 2-20). 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. The proposed Project elements that are denoted with an asterisk (*) have been selected as bid alternates and are subject to available funding.

#### 2.5.1 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 WiFi, 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 and other regulatory agencies as required 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;

Landscaping would be consistent with the City’s River Improvement Overlay (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;

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;

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 best management practices (BMP) (e.g., proprietary vaults with media-filled cartridges, catch basin filter inserts, incidental infiltration during sheet flow and within localized vegetated basins, and below-grade capture and use systems), and discharge to existing stormwater drainage facilities that drain to the LA River.
### Table 2-1: Proposed Programming Activities and Assumed Traffic Generators

<table>
<thead>
<tr>
<th>Event Type</th>
<th>Location</th>
<th>Approximate Event Capacity</th>
<th>Estimated Annual Frequency</th>
<th>Approximate Event Duration (hours)</th>
<th>Time of day/week</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concerts, performances</td>
<td>Arts Plaza - stage area</td>
<td>1,000</td>
<td>24 events:</td>
<td>3</td>
<td>Evenings; Weekends</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(2) 1000-persons</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(10) 200-persons</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(12) 50-persons</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Concerts, Performances, Events, Festivals</td>
<td>East Park - flex play and performance lawns (2)</td>
<td>2,000 (1,000 each area)</td>
<td>26 events:</td>
<td>6</td>
<td>Evenings; Weekends</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(4) 500-persons</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(20) 100-persons</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(2) 1000-persons</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Soccer games</td>
<td>East Park - soccer fields</td>
<td>100 (50 each field)</td>
<td>104</td>
<td>2.5</td>
<td>Evenings; Weekends</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(twice a week)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Soccer practices</td>
<td>East Park – soccer fields</td>
<td>50 (25 each field)</td>
<td>104</td>
<td>1.0</td>
<td>Evenings; Weekends</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(twice a week)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Soccer Tournaments</td>
<td>East Park – Sports courts, Lawns, and Flex Court</td>
<td>(2-day Tournaments)</td>
<td>1-2 times per year</td>
<td>All day</td>
<td>All Day</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Under 10 Division = 510/day</td>
<td></td>
<td>(9:00 a.m. – 8:00 p.m.)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Under 8 Division = 510/day</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>2,040 total</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Volleyball, futsal games</td>
<td>East Park - flex court</td>
<td>25</td>
<td>104</td>
<td>2</td>
<td>Evenings; Weekends</td>
</tr>
<tr>
<td>Basketball games</td>
<td>East Park - flex court</td>
<td>25</td>
<td>104</td>
<td>2</td>
<td>Evenings; Weekends</td>
</tr>
<tr>
<td>Café and outdoor plaza</td>
<td>Arts Plaza</td>
<td>50</td>
<td>Intermittent</td>
<td>11 a.m. – 7 p.m.</td>
<td>7 days/week</td>
</tr>
<tr>
<td>Concessions</td>
<td>East Park</td>
<td>25</td>
<td>Intermittent</td>
<td>Intermittent</td>
<td>Evenings; Weekends</td>
</tr>
<tr>
<td>Farmers Market</td>
<td>Various</td>
<td>150</td>
<td>52</td>
<td>4 (8 a.m. – 12 p.m.)</td>
<td>Mornings; Weekends</td>
</tr>
<tr>
<td>Large Events</td>
<td>East Park – Various Locations</td>
<td>3,300</td>
<td>1-2 times per year</td>
<td>All day</td>
<td>All Day</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(flex lawn 1 – 1,300)</td>
<td></td>
<td>(1) 5,000-person event/year</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>flex lawn 2 – 1,500</td>
<td></td>
<td>(1) 5,000-person event/year</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>basketball court – 500</td>
<td></td>
<td>(1) 5,000-person event/year</td>
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</tbody>
</table>
Figure 2-3: Project Site
Figure 2-4: Proposed Site Plan
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**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;
- Two flexible play and performance lawns 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*;
- On-street angled parking 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 620-square-foot café building with outdoor plaza seating*;
- One approximately 162-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 areas.

### 2.5.2 Phase II

Phase II would 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 2-5**, River Channel Design Concept and **Figure 2-6**, 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 Riverbanks, 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.

**Figure 2-5: River Channel Design Concept**
Chapter 2. Project Description

Sixth Street PARC Project
Draft Environmental Impact Report

May 2021

Figure 2-6: River Channel Site Plan

Legend:
- Red: Estimated Ordinary High Water Mark
- Green: Proposed Terracing = Up to 20,000 Square Feet

Source: Tetra Tech, 2019

Sixth Street PARC Project
Draft Environmental Impact Report

May 2021

2-6
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2.5.3 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.

2.5.4 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.

2.6 Real Estate Acquisitions

No right-of-way (ROW) or temporary construction easements (TCE) 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.

2.7 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 mid-2022 but is subject to change. The duration of construction for Phase I is expected to last approximately two years. Assuming Phase I construction starts in September 2022, construction is anticipated to be completed in 2024.

Phase II elements would be constructed independently of Phase I elements. The duration of Phase II is assumed to be 6 months. Phase II construction is anticipated to begin in 2025 or later but may proceed concurrently with 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 (USACE). For purposes of this environmental review, Phase I and II construction activities are assumed to overlap.

### 2.8 Project Design Changes

The City prepared a Notice of Preparation/Initial Study (NOP/IS) for the proposed Project, dated April 13, 2017. Several proposed Project elements that were presented in the NOP/IS are no longer being considered because they have since been determined to be infeasible or cost prohibitive due to budgetary constraints, which include the following:

- Construction of a bikeway within the LA River channel bank adjacent to the proposed Arts Plaza, extending from Fourth Street to Seventh Street, with connections to the bridge structures. Metro is currently studying construction of a proposed bikeway in this area as part of the separate Los Angeles River Project. More details can be found here: [https://www.metro.net/projects/lariverpath/](https://www.metro.net/projects/lariverpath/)
- Colored concrete pavement to delineate limits of all park areas.
- Stormwater capture and reuse.

In addition, work in the LA River channel would now occur at a separate phase (Phase II) from the remainder of the proposed West Park, Arts Plaza, and East Park (Phase I). This is due to the additional approvals and permits that would be needed for these activities.

### 2.9 Relationship to Other Projects

The proposed Project is located underneath and adjacent to the Viaduct Replacement Project. The City has completed the design to replace the Viaduct, and the Viaduct was demolished in 2016. Construction of the new Viaduct has begun, and it is anticipated to be substantially complete in 2022.

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 projects that are associated with the proposed Project include Active Transportation Program (ATP) projects that are federally funded but administered through 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 pedestrian facilities in the vicinity of the proposed Project.

Other development projects in proximity to the Project Area are included in Table 1-1 in Chapter 1 (see Figure 1-2, Development Projects).

### 2.10 Responsible Agencies and Project Approvals

Table 2-2 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 2-2: Responsible Agencies

<table>
<thead>
<tr>
<th>Responsible Agency</th>
<th>Anticipated Permits, Approvals, and Related Issues</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Federal</strong></td>
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</tr>
</tbody>
</table>
| United States Army Corps of Engineers | 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 |
| **Regional**       |                                                  |
| Regional Water Quality Control Board | CWA Section 401 Water Quality Certification  
National Pollutant Discharge Elimination System (NPDES) Permit |
| LA County Metropolitan Transportation Authority | 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 | 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       | LID 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 | Non-CEQA Transportation Assessment Guidelines  
Consistency Review |
<table>
<thead>
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<th>Organization</th>
<th>Responsibility</th>
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<tr>
<td>City of Los Angeles Bureau of Street Lighting</td>
<td>Traffic management plans</td>
</tr>
<tr>
<td>City of Los Angeles Board of Public Works</td>
<td>Street lighting design and approval</td>
</tr>
<tr>
<td>Los Angeles City Council</td>
<td>Recommendations regarding Project approval and Environmental Impact Report (EIR) certification</td>
</tr>
<tr>
<td>City of Los Angeles Department of Building and Safety</td>
<td>Project approval and certification of EIR</td>
</tr>
<tr>
<td>City of Los Angeles Cultural Affairs Department</td>
<td>Any applicable permits</td>
</tr>
<tr>
<td>All railroad agencies owning and operating railroad tracks along both sides of the River</td>
<td>Any applicable permits and coordination related to public art</td>
</tr>
<tr>
<td></td>
<td>Railroad Maintenance Agreement for work within railroad ROW</td>
</tr>
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</table>
Figure 2-7: East Park Site Plan
Figure 2-8: East Park – Soccer Fields
Figure 2-9: East Park – Children’s Play Area & Plaza
Figure 2-10: East Park – Dog Park
Figure 2-11: West Park Site Plan
Figure 2-12: West Park – Aerial
Figure 2-13: West Park – View from Mateo Street
Figure 2-14: West Park – Sloped Walk from Viaduct
Figure 2-15: Arts Plaza Site Plan
Figure 2-16: Arts Plaza – Aerial

CANOPY & OBJECTS
ARTS PLAZA - AERIAL

Outdoor Plaza  Cafe  Raised Crosswalk  Shade-Loving Gardens  Shade-Loving Groundcover  Soft Berm (for viewing)

Performance Stage  Terraced Seating  Gateway Access

Metro yards  LA River  railway tracks  transformer yards

Source: Heegaard Associates, 2020

FIGURE 2-16. ARTS PLAZA - AERIAL
Sixth Street PARC Project
Figure 2-17: Arts Plaza – View of Performance Stage (Non-Event)
Figure 2-18: Arts Plaza – View of Performance Stage (Event)
Figure 2-19: Arts Plaza – View from Upper Walkway (Non-Event)
Figure 2-20: View from Upper Walkway (Event)