

## Introduction and Background

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), on behalf of the Department of Public Works, Bureau of Engineering (LABOE), is the Lead Agency under CEQA.

The proposed Project includes the creation of public recreational space on approximately 13 acres underneath and adjacent to the Sixth Street Viaduct (Viaduct), also known as the “Sixth Street Bridge.” The Viaduct was recently demolished as part of the Sixth Street Viaduct Seismic Improvement (Replacement) Project, referred to in this EIR as the “Viaduct Replacement Project.” Construction of the new Viaduct is anticipated to be substantially complete in 2022. As part of the Viaduct Replacement Project, the City acquired the land underneath and adjacent to the Sixth Street Viaduct. Rather than keep this land vacant, the City is proposing to transform this land into a public recreational space, while still providing required access for inspection and maintenance of the viaduct.

This Executive Summary provides an overview of the proposed Project and its environmental effects in accordance with Section 15123 of the CEQA Guidelines. As described in **Table ES-3**, at the end of this Executive Summary, all impacts would be reduced to less than significant impacts with adherence to standard regulatory and permit requirements or implementation of mitigation measures and identified project design features.

## Project Location and Setting

The Project Area spans from Mateo Street in Downtown Los Angeles’ (LA) Arts District, over the LA River, to United States Highway 101 (U.S. 101) in Boyle Heights between Fourth Street and Seventh Street. The Project Area is within a fully developed, mixed-use urban setting adjacent to the LA River. Land uses along the north and south sides of the Viaduct are predominately industrial and commercial. The Viaduct crosses over several railroad tracks on both sides of the LA River.

The majority of the Project Area is currently being used as a construction and staging site for the Viaduct Replacement Project. An existing pedestrian and maintenance tunnel, which is owned by the City, is located under the Viaduct on the west side of the LA River. This tunnel provides access to the LA River from Santa Fe Avenue. This segment of the LA River is contained within a concrete flood control channel.

## Proposed Project Summary

The City is proposing to create approximately 13 acres of public recreational space underneath and adjacent to the Sixth Street Viaduct. The proposed Project would be divided into two phases. The following elements would be constructed as part of Phase I of the proposed Project. Elements that would be subject to available funding are identified with an asterisk (\*).

- **General Park Elements:** Elements that would be constructed throughout the Sixth Street PARC would include constructing or installing typical park site furnishings, pedestrian and bicycle paths, interpretive exhibits, utility connections and irrigation, crosswalks, and stormwater infrastructure improvements.
- **East Park:** The proposed East Park, located in the Boyle Heights Community Plan area, would include amenities such as a concessions area, public restrooms, office and storage space for operations and maintenance staff, sports courts and fields, two flexible play and performance lawns,\* adult fitness circuit,\* splash pad with outdoor shower,\* picnic and grilling areas,\* on-street parking, landscaped seating areas and rain gardens, small and large dog play areas,\* children’s play area,\* and skate park elements. A public art piece could also potentially be installed in East Park.
- **West Park:** The proposed West Park, located in the Central City North Community Plan area, would include amenities such as a flexible play and performance lawn, small and large dog play areas, an adult fitness circuit, a café building,\* public restroom, landscaped areas and a rain garden, and a public art piece.
- **Arts Plaza and River Gateway:** The proposed Arts Plaza, located in the Central City North Community Plan area, would include amenities such as performance and public gathering areas and space for future mobility hub elements, bike parking, and bikeshare. The proposed River Gateway would include rehabilitating an existing pedestrian/vehicular tunnel that provides access to the LA River channel.

Phase II would include installing reinforced concrete planted terraces on the east and west banks of the LA River channel. The proposed Project generally includes components noted in the Los Angeles River Revitalization Master Plan (City of Los Angeles, 2007).

## 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.

## Project Schedule

Construction would be divided into two phases. Phase I, which includes construction of the West Park, Arts Plaza, and East Park elements, is anticipated to begin September 2022 and finish by 2024. Phase II, which would include the construction of the LA River portion, including reinforced concrete planted terraces, would be constructed independently of Phase I. The timing of Phase II construction, which may occur concurrently with or after Phase I construction, is dependent on available funding and approval by

the United States Army Corps of Engineers. For purposes of this environmental review, Phase I and II construction activities may overlap. Currently, Phase I is expected to run from 2022-2024, and Phase II is expected to begin in 2025 or later.

Construction would be coordinated with the Sixth Street Viaduct Replacement Project to the greatest extent feasible to ensure that Viaduct work would not be interrupted and to prevent potential conflicts. Construction of the Viaduct is expected to be completed by mid-2022.

## Required Approvals

**Table ES-1** lists the anticipated permits and approvals required for the proposed Project.

**Table ES-1: Required Permits, Approvals, and Permission**

Responsible Agency	Anticipated Permits, Approvals, and Related Issues
<b>Federal</b>	
United States Army Corps of Engineers	Clean Water Act (CWA) Section 404 Permit Section 14 of the Rivers and Harbors Act (Section 408) Permit, includes National Environmental Policy Act (NEPA) approval
Federal Railroad Administration	Any applicable permits
Federal Transit Administration	Any applicable permits
<b>State</b>	
Department of Toxic Substances Control	Any applicable permits
California Department of Fish & Wildlife	Section 1602 Streambed Alteration Agreement
California State Historic Preservation Office	National Historic Preservation Act Section 106 consultation and agreement document to resolve any potential adverse effects to historic resources
<b>Regional</b>	
Regional Water Quality Control Board	CWA Section 401 Water Quality Certification CWA Section 402 National Pollutant Discharge Elimination System (NPDES) Permit
Los Angeles County Metropolitan Transit Authority	Any applicable permits Coordination related to public transit, bikeways, and adjacent facilities
Los Angeles County Public Health Department	Review plans for children's splash pad
Los Angeles County Fire Department	Review and advise on site remediation plans
South Coast Air Quality Management District	Any applicable permits

Responsible Agency	Anticipated Permits, Approvals, and Related Issues
<b>Local</b>	
City of Los Angeles Department of Recreation and Parks	Responsible for operation and maintenance of portions of the park
City of Los Angeles Department of City Planning	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
City of Los Angeles Bureau of Sanitation	Low Impact Development Compliance, system design coordination, system design approval, 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 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 LA River	Railroad Maintenance Agreement for work within railroad right-of-way

## Comments Received on the Notice of Preparation

In accordance with Section 15082 of the CEQA Guidelines, LABOE prepared a Notice of Preparation/Initial Study (NOP/IS) for the proposed Project on April 13, 2017. The NOP was circulated for 30 days. The comment period ended on May 15, 2017.

The NOP/IS was circulated to members of the public, local and state agencies, organizations, and interested parties to solicit comments on the proposed Project. The NOP/IS was available on the LABOE website and at local public facilities. A newspaper advertisement, informing the public of the availability of the NOP/IS, was printed in English in *DTLA News* and in Spanish in *La Opinión*. Comment letters were

received from agencies, tribes, interested organizations, and the public. In addition, scoping meetings were held on May 3, 2017 (English), and on May 11, 2017 (Spanish).

Public comments submitted during the scoping period expressed concerns regarding the following issues, which are discussed in more detail in the following section:

- Air Quality
- Cultural Resources
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise and Vibration
- Population and Housing
- Public Services
- Transportation and Traffic
- Utilities and Service Systems

The public comment letters are included in **Appendix A** (Notice of Preparation/Initial Study) of this EIR.

## Issues Raised

**Table ES-2**, includes a summary of comments received and issues raised during the public scoping period in response to the NOP/IS. This table includes issues identified and discussed in comment letters and orally at public meetings and identifies the section of the Draft EIR where the issues are addressed, as applicable.

## Issues to Be Resolved

Issues to be resolved by the City, include the following:

- Determine whether the EIR adequately describes the environmental impacts of the proposed Project;
- Determine whether the recommended mitigation measures should be adopted or modified;
- Determine whether additional mitigation measures need to be applied to the proposed Project; and
- Consider the information contained in the administrative record, created during the environmental review process, and determine whether to approve the proposed Project.

## Summary of Environmental Impacts

### Impacts Determined to Require No Further Consideration in This EIR

The Initial Study determined that the proposed Project would have no impact or less than significant impacts on mineral resources and agriculture and forestry resources. Therefore, these resources are not analyzed in this Draft EIR.

### Impacts Determined to Be Less than Significant

The City determined that the proposed Project with implementation of best management practices or mitigation would have a less than significant impact on the following resources:

- 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

These impacts are evaluated in detail in Chapter 3 of this Draft EIR and are summarized in **Table ES-3** at the end of this Executive Summary.

**Table ES-2: Summary of Comments Received during the Public Scoping Period**

<b>Commenter</b>	<b>Agency/ Interested Party</b>	<b>Date of Correspondence</b>	<b>Type of Correspondence</b>	<b>Summary of Issues</b>	<b>Section of EIR Where Issue Is Addressed</b>
<b>State Agencies</b>					
Dianna Watson, IGR/CEQA Branch Chief	California Department of Transportation	May 10, 2017	Letter	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.	Transportation and Traffic
Juli Propes, Unit Chief	California Department of Toxic Substances Control	May 22, 2017	Letter	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.	Hazards and Hazardous Materials
Gayle Totton, Associate Governmental Program Analyst	Native American Heritage Commission	April 18, 2017	Letter	The agency recommended that the City consult with all California Native American tribes affiliated with the Project Area.	Cultural Resources
<b>Regional Agencies</b>					
Lijin Sun, Program Supervisor	South Coast Air Quality Management District	May 5, 2017	Letter, Email	The agency provided information regarding analysis, mitigation measures, alternatives, permits, and data sources related to air quality impacts.	Air Quality

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<b>Local Agencies</b>					
Ali Poosti, Division Manager	City of Los Angeles Bureau of Sanitation	May 1, 2017	Letter	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.	Hydrology and Water Quality Utilities and Service Systems
Paul J. Davis, Environmental Supervisor	City of Los Angeles Department of Recreation and Parks	May 24, 2017	Email	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.	Air Quality Hazards and Hazardous Materials Transportation and Traffic
Edgar Mercado, P.E.  Charles C. Holloway, Manager of Environmental Planning and Assessment	City of Los Angeles Department of Water and Power (LADWP)	May 12, 2017	Email	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 Project may have on LADWP power system facilities within the Project Area.	Utilities and Service Systems
Armando D'Angelo	Los Angeles County Flood Control District	March 15, 2018	Email	The agency requested that LADWP Transmission Right of Way (TLRW) should be acknowledged	Utilities and Service Systems

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	River Cooperation Committee			and that LADWP be included as a Responsible Agency.	
Therese W. McMillan, Chief Planning Officer	Los Angeles County Metropolitan Transportation Agency	May 22, 2017	Letter	The agency expressed the desire to ensure that the Project 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 Project vicinity that would serve the park and surrounding areas. In addition, the agency requested that the City consider potential impacts of the Project on existing rail facilities, with special attention to ROW impacts. The agency provided the Adjacent Construction Design Manual for guidelines on constructing a project near Metro facilities.	Transportation and Traffic
<b>Native American Groups</b>					
Andrew Salas, Chairman	Gabrieleño Band of Mission Indians- Kizh Nation	April 18, 2017	Letter	The tribe submitted a request for consultation pursuant to Assembly Bill 52.	Cultural Resources
<b>Other Interested Parties/Public</b>					
Wade Smith	Amtrak	May 15, 2017	Email	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.	Air Quality Land Use and Planning Public Services Noise and Vibration

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Miguel Vargas, Executive Director	Arts District Los Angeles Business Improvement District	May 17, 2017	Email	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.	Land Use and Planning Population and Housing Transportation and Traffic Public Services Utilities and Service Systems
Joe Diaz	Boyle Heights Technology Youth Center	May 3, 2017	Oral Comment	The commenter expressed support for the proposed Project and suggested that community meetings should also be held in different locations throughout the Project Area to receive more community input.	N/A
Joanne Danganan	Central City Association	May 3, 2017	Oral Comment	The commenter expressed support for the proposed Project and the inclusion of a Metro Station to the LA Arts District to increase business and walkability in the area.	Transportation and Traffic
Jessica Lall, President and CEO	Central City Association of Los Angeles	May 22, 2017	Letter	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.	Transportation and Traffic
Marissa Christiansen, Executive Director	Friends of the LA River	May 18, 2017	Letter	The organization encouraged that the draft EIR discuss the Project's impact on the LA River, as well as evaluate the 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	Hydrology and Water Quality Land Use and Planning

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				public access tunnel to the LA River to provide safe pedestrian and bicycle access.	
Margarita Amador	Hollenbeck Community – Police Advisory Board	May 3, 2017	Oral Comment	The commenter expressed concerns regarding pedestrian access, street lighting, public transit, park maintenance, safety and security, potential filming at the proposed Project Site, and irrigation.	Transportation and Traffic Public Services Hydrology and Water Quality
Raul Diaz	Homeboy Industries	May 3, 2017	Oral Comment	The commenter expressed concerns regarding the protection of soil and inspection prior to construction; traffic concerns surrounding the Project Area; pedestrian safety concerns; suggestions for an industrial building on Anderson Street, adjacent to the proposed Project Site; and suggestions for historic landmarks in the proposed Project Site.	Geology and Soils Transportation and Traffic Public Services Cultural Resources
Melissa Uribe	Innercity Struggle	May 3, 2017	Comment Card	The commenter expressed concerns regarding gentrification, population growth, and displacement, calling attention to the preservation of existing Rent Stabilization Ordinance, affordable housing, and small businesses on the east side of the LA River.	Population and Housing
Edwin Amorado	Keep LA Green	May 3, 2017	Oral Comment	The commenter expressed support for the proposed Project. The commenter also expressed interest in including a boxing gym at the proposed Project Site, parking reduction to increase walkability, and 24-hour lighting to deter crime in the area.	Transportation and Traffic Public Services

<b>Commenter</b>	<b>Agency/ Interested Party</b>	<b>Date of Correspondence</b>	<b>Type of Correspondence</b>	<b>Summary of Issues</b>	<b>Section of EIR Where Issue Is Addressed</b>
Mitra Khayyam	Public	April 19, 2017	Email	The commenter expressed support for the project and called attention to paving of the Seventh Street Bridge.	N/A
Chloe Ginnegar	Public	May 3, 2017	Comment Card	The commenter expressed concerns regarding housing development, gentrification, and rent prices on the east side of the LA River.	Population and Housing
Daríá Nuñez	Public	May 3, 2017	Oral Comment	The commenter expressed support for the project; concern for pollution during construction of the project; and suggested that there should be more community meeting in different locations, project documents in Spanish, facilities for children and seniors, services in the evening for the youth, and an aquatic park.	Air Quality
Samuel Gonzales	Public	May 3, 2017	Oral Comment	The commenter expressed concern regarding health issues in the community due to air pollution, chemical contamination from the existing railroad tracks, and hazardous material disposal. The commenter also expressed interest in artistic and cultural representation in the proposed Project Site.	Air Quality Hazards and Hazardous Materials Cultural Resources
Lori Atwater	Public	May 21, 2017	Email, Oral Comment	The commenter expressed concerns regarding the effects of development and construction on homeless populations and advised that homeless populations are described as part of the existing populations. The commenter also advised that the project incorporate recommendations from	Population and Housing

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				local and statewide legislation regarding homelessness.	
Russell Brown	Regional Connector Community Leadership Council	May 3, 2017	Oral Comment	The commenter expressed that there should be multiple transit stations included as part of the project on First, Second, and Sixth Street; as well as the inclusion of multimodal forms of transportation.	Transportation and Traffic
Ana Hernández	Resident Advisory Committee Pico Gardens	May 3, 2017	Oral Comment	The commenter expressed concerns regarding the increase of pollution in the community of Boyle Heights and resident displacement; suggested that project documents should be translated into Spanish; and requested that community meetings be held within the affected community, and that representative organizations such as Proyecto Pastoral and Union de Vecinos be invited to increase community participation.	Air Quality Population and Housing
Delmira Gonzalez	Resident Advisory Committee Pico Gardens	May 3, 2017	Oral Comment	The commenter expressed concerns regarding traffic in the Project Area, synthetic turf being used for the sports fields, and increases in noise and air pollution. The commenter also suggested that the proposed Project should include a skate park, an aquatic park, and an entertainment area for children.	Transportation and Traffic Noise and Vibration Air Quality
Ofelia Platon	Union de Vecinos	May 3, 2017	Oral Comment	The commenter expressed concerns regarding the increase of pollution in Boyle Heights from the construction and operation of the Viaduct, water contamination, and safety and security for the proposed Project. The commenter also	Air Quality Hydrology and Water Quality Public Services

Commenter	Agency/ Interested Party	Date of Correspondence	Type of Correspondence	Summary of Issues	Section of EIR Where Issue Is Addressed
				suggested that housing for homeless people should be constructed instead of a park.	Population and Housing
Madeline E. Roebke, Senior General Counsel	Union Pacific Railroad	May 15, 2017	Email	The stakeholder expressed concerns related to traffic, trespassing, noise and vibration, and storm water drainage.	Hydrology and Water Quality Land Use and Planning Noise and Vibration Transportation and Traffic

*N/A = Not Applicable*

## **Significant Unavoidable Impacts**

With implementation of mitigation measures, the proposed Project would not result in significant unavoidable impacts.

## **Cumulative Impacts**

With implementation of mitigation measures, the proposed Project's contribution to cumulative impacts would be less than significant.

## **Significant Irreversible Environmental Changes that Would Be Caused by the Proposed Project Should It Be Implemented**

Implementation of the proposed Project would commit nonrenewable (e.g., petroleum) or slowly renewable (e.g., timber) resources during Project construction and operation. In order to construct the proposed Project, machinery, equipment, materials (e.g., lumber, sand, gravel) and workers would be required, representing an irreversible commitment of some of these resources. Similarly, during operation, some of these resources (e.g., energy, electricity) would again be needed, representing a long-term commitment and permanent investment. The consumption and use of some of these resources would limit their availability for future generations. In addition, construction of the proposed Project would also irreversibly change existing views to and from the Project Area. However, the proposed Project would serve the open space and recreational needs of the surrounding communities, connect and improve neighborhoods, incorporate sustainable design elements, encourage active modes of transportation and public transit, and promote beneficial stormwater treatment and/or capture. In addition, the proposed Project would provide safe pedestrian and bicycle access in the vicinity of the LA River, which could accommodate potential future connections to other planned pedestrian and bicycle paths. Therefore, the City determined that irreversible changes are acceptable in light of the proposed Project's overall benefits.

## **Growth-Inducing Impacts**

One of the primary objectives of the proposed Project is to serve the open space and recreational needs of surrounding communities. By providing open space, connecting neighborhoods, providing access in the vicinity of the LA River, and promoting beneficial stormwater treatment and/or capture, active modes of transportation (i.e., walking and biking), and other sustainable design features, the proposed Project would be consistent with the City's plans and goals. Because the proposed Project would not provide residences or substantial employment opportunities, the proposed Project is not intended to facilitate population or employment growth. Rather, the proposed Project would address existing deficiencies by providing a park with recreational opportunities to communities that demonstrate high need for these facilities. Therefore, the proposed Project is not considered growth inducing.

## **Alternatives and the Environmentally Superior Alternative**

Section 15126.6(a) of the CEQA Guidelines requires that an EIR "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic

objectives of the project but would avoid or substantially lessen any of the significant effects of the project.” In addition, Section 15126.6(e) requires that an EIR evaluate a “no project” alternative. The City and its design team conducted meetings to develop design options for the proposed park (see Chapter 4 for additional information). The following two build alternatives were developed and evaluated in addition to the proposed Project and the No Project Alternative:

- Alternative 1 – Nature Focused Alternative
- Alternative 2 – Sports Focused Alternative

CEQA Guidelines require the identification of the environmentally superior alternatives. The No Project Alternative would be the environmentally preferred alternative. Section 15126.6(e)(2) of the CEQA Guidelines state, “If the environmentally superior alternative is the no project alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” Based on the analysis in Chapter 4 of this EIR, Alternative 1 was determined to be the Environmentally Superior Alternative. This analysis focused on impacts identified as significant and unavoidable.

## Summary of Impacts and Mitigation Measures

**Table ES-3** includes a summary of impacts by environmental resource area, the significance determination before mitigation, proposed mitigation measures (if any), and any remaining impacts after mitigation is applied. Best management practices that would be adopted as part of the project are identified in **Table ES-4**.

**Table ES-3: Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Aesthetics</b>			
<p><i>l(a). Scenic Vistas</i></p> <p>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 is visible from the Project Area and could be considered a valued landscape. Construction equipment would introduce new vertical elements in the Project Area, but they would not obstruct views of the Downtown LA skyline.</p> <p>The proposed Project would introduce vertical elements (i.e., large vegetation, trees, a 30-foot tall public art piece, and general site and sports field lighting). These vertical elements would not obstruct the view of the Downtown LA Skyline. Therefore, the proposed Project would not affect scenic vistas.</p>	Less than Significant	No mitigation measures are required.	Less than Significant
<p><i>l(c). Scenic Quality</i></p> <p>The Project Area is in an urbanized area. Los Angeles zoning code and regulations would not prohibit any of the proposed construction activities or the operational land use. The proposed Project design would be consistent with the design guidelines established for the River Improvement Overlay district. Therefore, the proposed Project would not conflict with applicable zoning and other regulations governing scenic quality.</p>	Less than Significant	No mitigation measures are required.	Less than Significant
<p><i>l(d). Light and Glare</i></p> <p>Perimeter lighting may be required on the construction site for security purposes during nighttime. If nighttime</p>	Less than Significant	No mitigation measures are required.	Less than Significant

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>lighting at the construction site is required, lighting would be directed downward, on-site, and away from surrounding land uses. The proposed Project would comply with the provisions in the City’s Municipal Code.</p> <p>Proposed Project operations would introduce new sources of light to the Project Area to increase public safety and visibility at night. The sports fields and performance areas would feature switchable and dimmable lights when the facilities are not in use; lighting for recreational activities would be limited to the proposed operating hours; and lighting would be directed away from surrounding land uses. Therefore, the proposed Project would not result in adverse impacts related to light, glare, or nighttime illumination.</p>			
<b>Air Quality</b>			
<p><i>III(a). Conflict with or obstruct implementation of the applicable air quality plan</i></p> <p>Short-term construction is projected to result in increased nitrogen oxide (NO<sub>x</sub>) emissions that would exceed the South Coast Air Quality Management District’s (SCAQMD) recommended significance threshold. Emissions generated during construction could potentially conflict with or obstruct air quality planning efforts.</p> <p>Operation of the proposed Project would not result in overall increases in emissions of ozone-precursor pollutants (volatile organic compounds [VOC] and NO<sub>x</sub>) or particulate matter (PM) that would exceed SCAQMD’s recommended significance thresholds When evaluated on an annual basis, considering the number of events</p>	<p>Potentially Significant (Construction)</p> <p>Less than Significant (Operation)</p>	<p>Implement <b>MM-AQ-1: Newer/Tier 4 Engines in Haul Trucks and Construction Equipment</b></p> <ul style="list-style-type: none"> <li>• Include in all construction contracts the requirement to use 2007 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export).</li> <li>• 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</li> </ul>	<p>Less than Significant (Construction and Operation)</p>

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>anticipated to occur, the proposed Project would result in an overall emissions reduction when compared to the existing industrial uses that were removed.</p>		<p>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.</p> <ul style="list-style-type: none"> <li>• Maintain construction equipment by conducting regular tune-ups according to the manufacturers' recommendations.</li> <li>• To the extent possible, the import and export of onsite materials shall be scheduled to minimize empty return trips.</li> </ul> <p><b>Implement MM-AQ-2: Construction Equipment Requirements</b></p> <ul style="list-style-type: none"> <li>• 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</li> </ul>	

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>and or job sites to remind drivers and operators of the 5-minute-idling limit.</p> <ul style="list-style-type: none"> <li>• Staging and queuing areas shall be located at the furthest distance possible from nearby residential land uses;</li> <li>• 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.</li> </ul> <p>The following additional measures are recommended to help ensure consistency with SCAQMD rules and regulations, including (but not limited to) Rule 403 for the control of fugitive dust.</p> <p>Implement <b>MM-AQ-3: Fugitive Dust Controls</b></p> <ul style="list-style-type: none"> <li>• All active portions of the construction site shall be watered twice daily to prevent excessive amounts of dust.</li> <li>• 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.</li> <li>• All excavating and grading operations shall be suspended when wind gusts (as instantaneous gust) exceed 25 miles per hour.</li> <li>• On-site off-road equipment and on-road vehicles used on-site shall be limited to 15 miles per hour.</li> </ul>	

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<ul style="list-style-type: none"> <li>• All on-site roads shall be paved as soon as feasible, watered twice daily, or chemically stabilized.</li> <li>• Visible dust beyond the property line which emanates from the project shall be prevented to the maximum extent feasible.</li> <li>• 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.</li> <li>• Track-out devices shall be used at all construction site access points.</li> <li>• All delivery truck tires shall be watered down and/or scraped down prior to departing the job site.</li> <li>• 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.</li> <li>• Replace ground cover in disturbed areas as quickly as possible.</li> <li>• 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.</li> </ul>	

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<ul style="list-style-type: none"> <li>Conduct continuous, direct-reading, near real-time ambient monitoring of PM10. Install appropriate signage and notify the SCAQMD in accordance with Rule 1466, Control of Particulate Emissions from Soils with Toxic Air Contaminants, prior to conducting any earth-moving activities on any site meeting the applicability of the rule.</li> </ul>	
<p><i>III(b). Cumulatively considerable net increase of criteria pollutants.</i></p> <p>Construction-generated emissions of NOx would exceed SCAQMD’s significance threshold of 100 pounds per day. Construction of the proposed Project could result in a cumulatively considerable net increase of ozone-precursor pollutants for which the region is designated non-attainment, particularly if other projects in the general vicinity of the project site are under construction during the same construction period.</p> <p>Operational emissions associated with the proposed Project would not exceed SCAQMD’s recommended significance thresholds.</p>	<p>Potentially Significant (Construction)</p> <p>Less than Significant (Operation)</p>	<p>Implement <b>MM-AQ-1</b> through <b>MM-AQ-3</b> described above.</p>	<p>Less than Significant (Construction and Operation)</p>
<p><i>III(c). Expose sensitive receptors to substantial pollutant concentrations.</i></p> <p><i>Localized Pollutant Concentrations from Onsite Sources</i></p> <p>Construction-generated and operational emissions would not exceed SCAQMD localized significance thresholds (LSTs).</p> <p><i>Asbestos</i></p>	<p>Less than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>The Project Site is not located in an area of naturally occurring asbestos. In addition, construction and operation of the proposed Project would not involve the demolition of structures having asbestos containing materials.</p> <p><i>Diesel-Exhaust Particulate Matter (DPM)</i></p> <p>Proposed construction activities would involve the use of diesel-fueled equipment. Because the use of off-road heavy-duty diesel equipment would be temporary and episodic occurring over a relatively large area, and DPM has highly dispersive properties, project construction would not expose sensitive receptors to substantial emissions of DPM in excess of applicable thresholds.</p> <p><i>Mobile-Source Carbon Monoxide</i></p> <p>Operation of the proposed Project would not result in a degradation of LOS at primarily affected intersections that are projected to operate at unacceptable levels of service. Therefore, impacts related to the project’s contribution to localized CO concentrations would be less than significant.</p>			
<p><i>III(d). Other emissions including those leading to odors</i></p> <p>Proposed construction activities would emit exhaust fumes, which may be considered objectionable by some people. In addition, pavement and architectural coatings would also emit temporary odors. Construction-generated emissions would occur intermittently 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.</p>	<p>Less than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>No major sources of odors have been identified in the Project Area. In addition, operation of the proposed Project would not include the installation of any major sources of odors.</p>			
<b>Biological Resources</b>			
<p><i>IV(a). Candidate, Sensitive, or Special-Status Species</i>  <i>Special-Status Plants</i>                      Special-status plants species are not expected to be in the Project Area.  <i>Special-Status Wildlife</i>                      Removal of habitat and increased noise, vibration, light, carbon dioxide, and human activity during proposed construction activities could impact special-status wildlife. BMPs would be implemented to reduce construction-related impacts.                      Increased lighting, noise, human activity, and regular maintenance of vegetated areas during operation of the proposed Project could result in minor impacts on special-status wildlife; however, because there is already a high level of human activity, lighting, and noise in the Project Area, the proposed Project would not be expected to deter wildlife from using existing habitat. Proposed natural and artificial substrates would potentially create additional nesting and roosting habitat for special-status birds and bats.</p>	<p>Less than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>
<p><i>IV(b). State or Federally Protected Wetlands</i>                      The proposed Project would include changes to the LA River concrete lining and banks outside of the ordinary</p>	<p>Less than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>high-water mark of the LA River. A Waste Discharge Requirements (WDR) from the RWQCB and California Fish and Game Code Section 1602 Streambed Alteration Agreement would be required for temporary activities and fill. In addition, BMPs would be implemented to avoid impacts.</p> <p>There are no wetlands in the Project Area; therefore, there would be no operational impacts on wetlands.</p>			
<b>Cultural Resources</b>			
<p><i>V(a). Historical Resources</i></p> <p>Four historical resources were identified within the Project Area: Fourth Street Viaduct, Seventh Street Viaduct, the Los Angeles River, and the Downtown Los Angeles Industrial Historic District. The historic associations, design elements, and character defining features that convey the significance of the four historical resources in the Project Area would not be affected by the activities associated with the construction or operation of the proposed Project.</p>	<p>Less than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>
<p><i>V(b). Archaeological Resources</i></p> <p>There are no unique archaeological resources that would be affected by the Project as presently proposed. The Project Site is characterized by a moderate potential for buried archaeological deposits. Proposed construction activities have the potential to disturb deeply buried and intact prehistoric and historic archaeological resources. Archaeological monitoring would be conducted in certain portions of the Project Site. In the unlikely event that previously undisturbed archaeological resources are</p>	<p>Less than Significant (Construction) No Impact (Operation)</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant (Construction) No Impact (Operation)</p>

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>encountered during construction, all work in the vicinity would be halted until a qualified archaeologist can visit the site of discovery and assess the significance of the resource.</p> <p>Operation of the proposed Project would not involve any ground-disturbing activities. Therefore, there would be no potential to disturb, damage, or degrade an archaeological resource or its setting.</p>			
<p><i>V(c). Human Remains</i></p> <p>No human remains are known to exist in the Project Site, and the location does not encompass any formal cemeteries. However, the Project Area is sensitive for prehistoric Native American remains. In the unlikely event of an accidental discovery of any human remains, the City would comply with the process outlined in Health and Safety Code § 7050.5, § 15064.5(e) of the CEQA Guidelines, and PRC § 5097.98.</p> <p>Operation of the proposed Project would not involve any ground-disturbing activities. Therefore, no operational impacts on human remains would occur.</p>	<p>Less than Significant (Construction)</p> <p>No Impact (Operation)</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant (Construction)</p> <p>No Impact (Operation)</p>
<p><i>XVIII. Tribal Cultural Resources</i></p> <p>The Project Area is sensitive for prehistoric Native American remains. A Native American monitor would be present to observe ground-disturbing activities. A tribal cultural resources sensitivity training would also be held for the construction contractor prior to construction activities. The City will continue working with the tribe in accordance with the requirements of Assembly Bill 52.</p>	<p>Less than Significant (Construction)</p> <p>No Impact (Operation)</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant (Construction)</p> <p>No Impact (Operation)</p>

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>Operation of the proposed Project would not involve ground disturbing activities; therefore, operation of the proposed Project would not disturb prehistoric Native American remains nor cause an adverse change in the significance of a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe.</p>			
<b>Energy</b>			
<p><i>VI(a). Consumption of Energy Resources</i></p> <p>Proposed Project construction would require fuel consumption for haul trips, equipment use, and worker commute trips, which would represent a negligible increase in regional energy consumption. Best management practices related to air quality and greenhouse gas emissions would be implemented, which would contribute to reductions in energy consumption. Therefore, construction would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources.</p> <p>Operation of the proposed Project would result in an overall net reduction of long-term energy use when compared to the existing industrial land use. The proposed Project would conform with State and City Green Building Codes and would include design features that would reduce energy use, water use, and waste generation. Therefore, proposed Project operation would not result in a potentially significant environmental</p>	<p>Less than Significant</p>	<p>Implementation of air quality mitigation measures <b>MM-AQ-1</b> and <b>MM-AQ-2</b> would reduce impacts related to construction-related energy use. No further mitigation measures are required.</p>	<p>Less than Significant</p>

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>impact due to wasteful, inefficient, or unnecessary consumption of energy resources.</p>			
<p><i>VI(b). State or Local Plans</i>                      The proposed Project would include construction BMPs and operational design features that would improve energy efficiency. These energy-saving features would be consistent with the goals outlined in state and local energy plans. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.</p>	<p>Less than Significant</p>	<p>Implementation of air quality mitigation measure <b>MM-AQ-1</b> would reduce impacts related to construction-related energy use. No further mitigation measures are required.</p>	<p>Less than Significant</p>
<b>Geology and Soils</b>			
<p><i>VII(b). Soil Erosion or Loss of Topsoil.</i>                      Soil excavation would be required during construction of the proposed Project. Standard BMPs would be implemented to ensure that substantial erosion or the loss of topsoil would not occur. Construction activities would comply with applicable permits and the City’s Municipal Code.                       During operation of the proposed Project, the topography would be relatively flat, and open spaces would be landscaped or hardscaped. Therefore, substantial soil erosion and loss of topsoil are not anticipated.</p>	<p>Less than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>
<p><i>VII(c). Expansive Soils.</i>                      The Project Area is underlain with gravels, sands, and cobbles, which tend to have a low potential for expansive soils. The Project Area is also underlain with fill material, which could expand when saturated. However, the proposed Project would follow standard engineering</p>	<p>Less than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>practices and recommendations identified in the <i>Geotechnical Site Investigation</i> (Hushmand Associates, Inc., 2018) to reduce the potential for hazards during construction and operation.</p>			
<p><i>VII(f). Paleontological Resources</i>                      There are no significant paleontological resources that would be affected by the construction of the Project. If an unanticipated fossil discovery is made during Project construction, the City would comply with the Society of Vertebrate Paleontology (SVP) (2010) guidelines.                      Operation of the proposed Project would not involve any ground-disturbing activities. Therefore, there would be no potential to disturb, damage, or degrade a paleontological resource or its setting.</p>	<p>Less than Significant (Construction)                      Not Significant (Operation)</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant (Construction)                      Not Significant (Operation)</p>
<b>Greenhouse Gas Emissions</b>			
<p><i>VIII(a). Generation of Greenhouse Gas Emissions</i>                      Proposed construction activities would result in short-term annual GHG emissions. Proposed construction activities include various measures that would reduce short-term emissions from off-road equipment.                      The proposed Project would incorporate water-saving landscape irrigation features, energy-efficient lighting, and use of low-flow water fixtures per current California building code requirements. In comparison to business-as-usual conditions (without GHG-reduction measures) the proposed Project would result in GHG reductions.</p>	<p>Less than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>
<p><i>VIII(b). Conflict with Applicable Plan, Policy, or Regulation</i></p>	<p>Less than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>Construction of the proposed Project includes various measures that would reduce short-term GHG emissions from off-road equipment. Therefore, proposed construction activities would not conflict with any applicable plans, policies, or regulations pertaining to reducing GHG emissions.</p> <p>The proposed Project would result in an overall net reduction of long-term operational GHG emissions in comparison to the existing industrial uses that were removed. Therefore, operation of the proposed Project would not conflict with any applicable plans, policies, or regulations pertaining to reducing GHG emissions.</p>			
<b>Hazards and Hazardous Materials</b>			
<p><i>IX(a). Routine transport, use, or disposal of hazardous materials</i></p> <p>Project construction would require the removal of contaminated soils and the use of construction materials that could be hazardous, which would potentially create a significant hazard to the public or the environment. 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.</p> <p>The proposed Project may require the use of hazardous materials during operation, such as paint, pesticides, and fertilizers. Hazardous materials would be properly handled, contained, transported, and disposed of in compliance with applicable laws and regulations.</p>	<p>Potentially Significant</p>	<p>Implement <b>MM-HAZ-1. Remediation Category 1A</b></p> <p>The City shall be required to implement the following measures in areas where Resource Conservation and Recovery Act (RCRA) Level Heavy Metals, polychlorinated biphenyls (PCB), or total petroleum hydrocarbon diesel range organics (TPH DRO) will be excavated and disposed of at Class 1 Hazardous Waste Landfills:</p> <ul style="list-style-type: none"> <li>• 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 <b>Figures 3.8-3a</b> and <b>3.8-3b</b>, Areas of Concern with Contamination.</li> <li>• The transport and disposal of RCRA hazardous waste will be accompanied with a Hazardous Waste Manifest (i.e., documentation</li> </ul>	<p>Less than Significant</p>

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>Therefore, operation of the project would not create a significant hazard to the public or the environment.</p> <p>There are potential health risks to construction workers and park users, primarily due to total petroleum hydrocarbons and lead in the soil. The Project Site would be remediated to standards acceptable by the Los Angeles County Fire Department (LACoFD) and other regulatory agencies as required. Under these standards, the concentrations of contaminants of concern would not pose health risks to construction workers or the public.</p>		<p>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.</p> <ul style="list-style-type: none"> <li>• For excavations deeper than 4 feet, shoring or other approved means will be required to maintain stability of the excavation walls.</li> <li>• 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.</li> <li>• 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.</li> <li>• All onsite workers and supervisors will complete a 40-hour Occupational Safety and Health Administration (OSHA) Hazardous Waste Operations and Emergency Response (HAZWOPER) training course and be equipped</li> </ul>	

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>with the appropriate personal protective equipment.</p> <ul style="list-style-type: none"> <li>Excavated areas will be backfilled with certified clean soil.</li> </ul> <p>Implement <b>MM-HAZ-2. Remediation Category 2A</b></p> <p>The City shall be required to implement the following measures in areas where soils contaminated with Heavy Metals and/or TPH DRO that are classified as non-RCRA hazardous waste will be excavated. These contaminated soils shall be disposed at Class 2 Landfills:</p> <ul style="list-style-type: none"> <li>Soils will be excavated as needed up to a maximum depth of 6 feet bgs, consistent with the limits designated on <b>Figures 3.8-3a</b> and <b>3.8-3b</b>, Areas of Concern with Contamination.</li> <li>The transport and disposal of non-RCRA hazardous waste will be accompanied with a Hazardous Waste Manifest completed by a licensed transporter. A CalEPA Non-RCRA Hazardous Waste Generator Identification Number will be obtained. Additional sampling and testing will likely be required by the facility accepting the soil for disposal.</li> <li>For excavations deeper than four feet, shoring or other approved means shall be required to maintain stability of the excavation walls.</li> <li>During excavation activities, dust and runoff controls will be implemented to prevent windborne or surface waterborne migration of</li> </ul>	

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>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.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• All onsite workers and supervisors will complete a 40-hour OSHA HAZWOPER training course and be equipped with the appropriate personal protective equipment.</li> <li>• Excavated areas will be backfilled with certified clean soil.</li> </ul> <p>Implement <b>Remediation Category 2B</b>: In addition to the measures above, the following measures shall be implemented in areas where VOCs were observed in soil gases:</p> <ul style="list-style-type: none"> <li>• 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.</li> </ul>	

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<ul style="list-style-type: none"> <li>• A detailed HASP will be prepared and implemented during the excavation and transport of contaminated soils.</li> <li>• The excavation, transport, and disposal of contaminated soils will require permitting and approval by the CUPA, CalEPA/DTSC, and SCAQMD. A detailed Work Plan/Remedial Action Plan will be prepared and submitted to these agencies for review and approval. Under Rule 1166, a Mitigation Management Plan for potential VOC emissions during excavation will be submitted to SCAQMD and subject to SCAQMD approval. A site-specific CalEPA Hazardous Waste Generator Identification Number will be obtained and manifests completed by the licensed transporter.</li> <li>• 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</li> </ul>	

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>prepared and approved by the oversight agency and SCAQMD.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• The SVE will be implemented and monitored. This may require several months to over a year.</li> <li>• The City shall provide documentation to the CUPA, LACoFD Site Mitigation Unit, and SCAQMD when the SVE has reached the specified clean-up goals.</li> <li>• Excavated areas will be backfilled with certified clean soil.</li> </ul> <p>Implement <b>MM-HAZ-3. Remediation Category 3</b></p> <p>The City shall be required to implement one of the following three options in areas where no heavy metals were observed, but VOCs were observed in soil gas:</p> <ul style="list-style-type: none"> <li>• Option 1: This alternative will involve the same measures as described under Category 2b above. Contaminated soils will be removed to a depth of</li> </ul>	

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>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.</p> <ul style="list-style-type: none"> <li>• Option 2: This alternative, the SVE treatment method, utilizes extraction and monitoring wells (In Situ Method) or excavation and encapsulation of impacted soils in above ground piles with horizontal slotted piping (On Site Method), a vacuum pump or pumps, and carbon filtration units to extract and remove VOCs from the soil gas. The process requires several steps as follows:             <ol style="list-style-type: none"> <li>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.</li> </ol> </li> </ul>	

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<ol style="list-style-type: none"> <li>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.</li> <li>3. Solicitation of bids for construction and implementation of the remediation.</li> <li>4. Implementation and monitoring of the SVE. This may require several months to over a year.</li> <li>5. Reporting to the agencies with documentation that the SVE has reached the specified clean up goals.</li> </ol> <ul style="list-style-type: none"> <li>• 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:                         <ul style="list-style-type: none"> <li>○ Shallow excavation (three to four feet below ground surface [bgs]) to allow installation of the mitigation components (some of the soil will be used to backfill trenches)</li> <li>○ Gravel layers and slotted piping for gas collection</li> <li>○ Liner installation above the slotted piping and extending side wide</li> </ul> </li> </ul>	

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<ul style="list-style-type: none"> <li>○ Vacuum pumps for gas extraction or air injection blowers</li> <li>○ Filtration systems to remove VOCs and/or hydrogen sulfide from the gas stream</li> <li>○ Geomembrane barriers placed beneath concrete slabs and/or foundations or fill areas</li> <li>○ Installation of automated and/or manual monitoring systems</li> </ul> <p>Implement <b>MM-HAZ-4. Remediation Category 4</b></p> <p>The City shall be required to implement the following measure in areas within Caltrans ROW where soil contains ADL:</p> <ul style="list-style-type: none"> <li>● 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.</li> </ul> <p>Implement <b>MM-HAZ-5. Soil Gas Sampling</b></p> <p>Additional soil gas sampling and testing is recommended for completion in PARC Areas 1A, 5, 6, 7, and 8. The additional sampling could potentially eliminate or reduce the need for soil gas remediation.</p> <p>Ambient air and soil gas samples shall be tested for VOCs. If soil gas samples in PARC Area 6 yield ILCR values below the <i>de minimis</i> risk target or within the risk management range, no further mitigation and/or remedial actions will be required. If ILCR values are above the <i>de minimis</i> risk target, additional remedial</p>	

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		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.	
<p><i>IX(d). Located on a hazardous materials site</i></p> <p>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, areas in the Project Site are underlain with contaminated soils, which would potentially create a significant hazard to the public or the environment. The Project Site would be remediated to standards acceptable by LACoFD and other regulatory agencies as required. Under these standards, the concentrations of contaminants of concern would not pose health risks to construction workers or the public.</p>	Potentially Significant	<p>Implement <b>MM-HAZ-1</b> through <b>MM-HAZ-5</b> described above.</p> <p>Implement <b>MM-HAZ-6. Methane Mitigation and Testing</b></p> <p>Methane mitigation applies to PARC Area 1A, which is located within the Methane Zone, and portions of PARC Area 7, where soil gases were detected and impervious surfaces are to be constructed adjacent to existing buildings. Any buildings (except naturally vented) to be constructed in Area 1A shall have methane mitigation systems meeting Level II requirements involving membrane and passive venter per Table 71, unless additional testing indicates no subsurface gas pressure and lower methane concentrations. In addition, paved areas that are over 5,000 square feet in area and within 15 feet of the exterior wall of a commercial, industrial, institutional building, shall be vented in accordance with the Methane Mitigation Standards, design Level II, unless additional testing indicates no subsurface gas pressure and lower methane concentrations.</p> <p>Additional testing for methane concentrations and subsurface pressure shall be completed in accordance with the Division 71 Methane Seepage Regulations testing requirements should any buildings or paved areas over 5,000 square feet be proposed in PARC</p>	Less than Significant

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		Area 1A and in PARC Area 7 where methane was detected.	
<b>Hydrology and Water Quality</b>			
<p><i>X(b). Groundwater supplies and groundwater recharge</i>                      Groundwater is not anticipated to be encountered during excavation activities for the proposed Project. If groundwater is encountered, the contractor would develop a dewatering plan, and a Dewatering Permit with the Los Angeles RWQCB would also be required. The proposed Project would result in the net addition of 1.4 acres of impervious surfaces; however, the increase would not substantially deplete groundwater supplies or interfere with groundwater recharge such that the proposed Project may impede sustainable groundwater management of the basin.</p>	Less than Significant	No mitigation measures are required.	Less than Significant
<p><i>X(c)(i). Substantial erosion or siltation</i>                      Grading, excavation, and trenching during construction would result in temporary changes to the drainage pattern of the Project Site. These construction activities would result in erosion and sediment transport, which could increase pollutants in stormwater runoff and receiving waters. To minimize erosion and siltation, the Project Site would be graded to divert water into existing drainages and catch basins. The proposed Project would comply with the provisions of the NPDES MS4 Permit and implement a stormwater pollution prevention plan (SWPPP), which would include BMPs to control erosion and siltation. The proposed Project would comply with all</p>	Less than Significant	No mitigation measures are required.	Less than Significant

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>applicable federal, state, and local requirements to reduce the potential for erosion and siltation onsite and offsite.</p> <p>Post-construction stormwater management measures would be installed to control pollutants and runoff generated during operation of the proposed Project. Runoff from the Project Site would be captured by proposed stormwater drainage systems, routed to low impact development (LID) BMPs, and discharged to the existing stormwater drainage facilities adjacent to the site. In addition, the Project Site would include hardscaped and landscaped areas to provide soil stability and further minimize erosion. With incorporation of these stormwater management measures, the proposed Project is not expected to result in substantial erosion or siltation onsite or offsite.</p>			
<p><i>X(c)(ii). Flooding on- or off-site</i></p> <p>The proposed Project would result in the net addition of 1.4 acres of impervious surfaces. Therefore, the rate and amount of surface runoff from the Project Site is expected to marginally increase. However, the Project Site would be graded to prevent flooding onsite or offsite. In addition, the proposed Project would implement the minimum construction BMPs included in the MS4 permit to further minimize the potential for flooding. If dewatering is required or if work is performed during the rainy season, the project would comply with all applicable federal, state, and local requirements.</p> <p>Because the proposed Project would increase the impervious surface area of the Project Site, it could increase the potential for flooding onsite or offsite during</p>	<p>Less than Significant (Construction)</p> <p>Potentially Significant (Operation)</p>	<p>Implement <b>MM-HYDRO-1: Public Safety Plan</b></p> <p>Prior to Final Plan approval, the City, in coordination with USACE, shall publish a Public Safety Plan in order to reduce the potential for safety impacts related to flooding. The Public Safety Plan shall include an evacuation plan and protocols for protecting pedestrians and potential homeless populations (e.g., vehicular deterrents such as bollards and safety warning devices) in the LA River Access Tunnel during flood conditions.</p>	<p>Less than Significant</p>

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>operation. However, the proposed Project would include the installation of storm drainage systems to convey runoff to the existing systems. The existing main line 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 potential for flooding onsite or offsite would be reduced.</p>			
<p><i>X(c)(iii). Create or contribute runoff water</i></p> <p>The proposed Project would result in the net addition of 1.4 acres of impervious surfaces. Therefore, runoff from the Project Site is expected to increase over the course of construction and during operation. However, the proposed Project would include the installation of storm drainage systems to convey runoff to the existing systems. The existing main line 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 proposed Project would not contribute runoff water that would exceed the capacity of existing stormwater drainage systems or provide substantial additional sources of polluted runoff.</p>	<p>Less than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>
<p><i>X(c)(iv). Impede or redirect flood flows</i></p> <p>Though the majority of construction staging would be confined to areas outside of the LA River, construction activities for the proposed concrete terracing would occur within the 100-year flood hazard area. To minimize</p>	<p>Less than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>impacts related to flooding, work within the LA River would be performed during the dry season and a water diversion plan would be developed if work is performed during the rainy season.</p> <p>The proposed Project would place structures that would impede or redirect flood flows within a 100-year flood hazard area. However, the proposed terracing is not anticipated to impact flooding within the LA River because of the reduced water surface elevation from the removal of the existing Sixth Street Viaduct as part of the Viaduct Replacement Project.</p>			
<p><i>X(e). Water quality control plan or sustainable groundwater management plan</i></p> <p>Proposed construction activities would comply with all applicable federal, state, and local requirements. Therefore, the proposed Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p><i>WQ-3. G.1 Surface Water Hydrology</i></p> <p>Because proposed construction activities within the LA River would be performed during the dry season, impacts related to flooding during the projected 50-year developed storm event would be minimized. If work is performed during the rainy season (October through April), a water diversion plan would be developed to reduce the potential for flooding that would harm people or damage properties and sensitive biological resources. The proposed Project would result in a relatively small addition of impervious surfaces (1.4 acres), which would</p>	<p>Less than Significant (Construction) Potentially Significant (Operation)</p>	<p>Implement <b>MM-HYDRO-1: Public Safety Plan</b></p> <p>Prior to Final Plan approval, the City, in coordination with USACE, shall publish a Public Safety Plan in order to reduce the potential for safety impacts related to flooding. The Public Safety Plan shall include an evacuation plan and protocols for protecting pedestrians and potential homeless populations (e.g., vehicular deterrents such as bollards and safety warning devices) in the LA River Access Tunnel during flood conditions.</p>	<p>Less than Significant</p>

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>not substantially reduce or increase the amount of surface water in the LA River.</p> <p>The proposed Project could marginally increase flood levels during the 50-year design storm event. However, as discussed above, the proposed terracing is not anticipated to impact flooding within the LA River due to the removal of the existing Sixth Street Viaduct. The proposed Project would include safety measures to prevent the public from entering the LA River during a storm event. In addition, the City will develop a public safety plan to further minimize impacts related to flooding.</p>			
<p><i>WQ-7. G.4 Groundwater Quality</i></p> <p>The handling, storage, and disposal of contaminated soils would comply with all applicable federal, state, and local requirements. The Project Site would be remediated to standards acceptable by LACoFD and other regulatory agencies as required, thereby reducing the area affected by contaminants. Proposed construction activities would not worsen the existing contamination.</p> <p>In addition, proposed construction activities would comply with all applicable federal, state, and local requirements to reduce the potential for the release of contaminants into groundwater and to ensure that pollutants from construction would not substantially degrade water quality. The proposed Project would implement BMPs to prevent, control, and reduce stormwater pollutants. Therefore, the proposed Project would not contaminate sources of drinking water.</p>	<p>Less than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>The proposed Project may require the use of hazardous materials during operation. The handling, storage, and disposal of hazardous materials would comply with all applicable federal, state, and local requirements to reduce the potential for the release of contaminants into groundwater. In addition, the proposed Project would implement LID BMPs to prevent, control, and reduce stormwater pollutants. Therefore, the proposed Project would not contaminate groundwater.</p>			
<b>Land Use and Planning</b>			
<p><i>XI(b). Conflict with applicable land use plan, policy, or regulation</i></p> <p>The proposed Project is consistent with the the land use plans, policies, and regulations in the area. Proposed construction activities would not result in zoning or land use changes, or a revision to any of the adopted plans or policies at the local and regional levels. All anticipated permits and approvals would be obtained prior to proposed construction activities and any necessary land use entitlements would be secured prior to the start of construction activities. Proposed construction activities would be conducted in compliance with the City's development requirements, State building standards, and all applicable construction and building permits.</p> <p>The proposed Project is considered a “Park or Playground (Open outdoor space), operated by government agency” land use, which would be permitted in the portions of the Project Area zoned M1, M2, M3, and OS, and would require approval from the City within areas zoned PF. In addition, the proposed Project would conform to the</p>	<p>Less than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>development regulations for the River Improvement Overlay District. LABOE would continue to work with the Los Angeles Department of City Planning to ensure that the proposed Project is consistent with future zoning changes.</p>			
<b>Noise and Vibration</b>			
<p><i>XIII(a). Ambient noise levels</i></p> <p>Project construction would not result in a significant increase in daytime ambient noise levels at the nearest noise-sensitive land uses. In addition, proposed construction activities 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. However, noise levels from individual pieces of equipment could potentially exceed the allowable noise level stated in the Los Angeles Municipal Code (LAMC). Construction activities would be limited to between the hours outlined in the LAMC, but would be permissible outside of these hours upon approval by the engineer.</p> <p>Implementation of the proposed Project would not result in a significant increase in traffic noise levels under either existing or future cumulative conditions because of the removed industrial land uses. In addition, operational noise levels at the nearest residential land uses would not exceed the “normally acceptable” noise level of 65 dBA CNEL.</p>	<p>Potentially Significant (Construction)</p> <p>Less than Significant (Operation)</p>	<p>Implement <b>MM-NOISE-1: Construction-Noise Management Plan</b></p> <p>A construction-noise management plan (CNMP) shall be prepared for the proposed Project. The CNMP shall, at a minimum, include the following measures:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Construction equipment shall be properly maintained and equipped with mufflers.</li> <li>• Equipment shall be turned off when not in use for an excess of five minutes, except for equipment that requires idling to maintain performance.</li> </ul>	<p>Less than Significant (Construction and Operation)</p>

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<ul style="list-style-type: none"> <li>• 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.</li> <li>• The liaison will work directly with the construction contractor to ensure implementation of the noise control plan.</li> <li>• The public shall be notified in advance of the location and dates of construction hours and activities.</li> <li>• Where necessary, temporary sound barriers shall be installed.</li> <li>• Signage and notification on where to report construction-generated noise shall be posted on-site and around the construction area, as well as on the Bureau of Engineering website.</li> <li>• 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).</li> </ul>	

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<ul style="list-style-type: none"> <li>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.</li> </ul>	
<p><i>XIII(b). Excessive groundborne vibration or groundborne noise levels</i></p> <p>During proposed construction activities, on-road heavy-duty trucks would not generate substantial increases in groundborne vibration that would exceed commonly applied criteria for structural damage or annoyance.</p> <p>Proposed Project operations would not include the use of machinery or equipment that would contribute to excessive groundborne noise or vibration levels.</p>	<p>Less than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>
<p><b>Population and Housing</b></p>			
<p><i>XIV(a). Induce substantial population growth</i></p> <p>The proposed Project would not construct new homes or businesses in the Project Area or result in the extension of roads or other infrastructure to undeveloped areas. Construction activities would be temporary and would be limited to the construction site in a heavily developed industrial and commercial area.</p> <p>Operation of the proposed Project may include one or more office/community/concession building(s); however, there are limited business sites available within the Project Site. Because the areas in the vicinity of the Project Area are already highly developed, the proposed Project would not result in the extension of roads or</p>	<p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>infrastructure to undeveloped areas. Therefore, the proposed Project would not result in population growth in the Project Area.</p>			
<b>Public Services</b>			
<p><i>XV(a). Physical impacts associated with the new or physically altered governmental facilities:</i></p> <p><i>Fire Protection</i></p> <p>Construction site hazards could increase the risk of personal injury and fires. In addition, lane and road closures could affect fire protection services. However, proposed construction activities would comply with health and safety requirements and building and fire code standards. The nearest Los Angeles Fire Department (LAFD) responders would be notified to coordinate emergency response routing during construction. Emergency vehicles would continue to have the right-of-way, and emergency vehicle response would not be substantially affected. Construction of additional facilities is not expected to be required to maintain acceptable service ratios, response times, or other performance objectives for fire protection.</p> <p>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, operation of the proposed Project is not expected to result in the need for the expansion of or construction of new fire protection facilities.</p> <p><i>Police Protection</i></p>	<p>Less than Significant (Construction)</p> <p>Potentially Significant (Operation)</p>	<p>There are no mitigation measures for Public Services. The mitigation measures identified in the Transportation section below address impacts associated with traffic concerns during operation of the proposed Project.</p>	<p>Less than Significant (Construction and Operation)</p>

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>Lane or road closures and the movement of construction equipment on local roads could affect police protection services during proposed construction activities. However, the nearest Los Angeles Police Department (LAPD) station would be notified to coordinate emergency response routing during construction. Law enforcement vehicles would continue to have the right-of-way, and police response would not be substantially affected.</p> <p>Construction of additional facilities is not expected to be required to maintain acceptable service ratios, response times, or other performance objectives for police protection.</p> <p>Operation of the proposed Project could increase the demand for LAPD services. Project plans were reviewed by the LAPD, and the proposed Project would be required to incorporate LAPD recommendations in the final design. Police protection services in the park would be covered by the existing park ranger system and LAPD, as mandated in the existing memorandum of understanding between LAPD and RAP. Large events would require approval from the LAPD, and any additional permits or requirements.</p> <p>The proposed Project is not expected to result in the need for the expansion of or construction of new police protection facilities.</p> <p><i>Parks</i></p> <p>Construction and operation of 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. Rather, the proposed Project would provide</p>			

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>additional recreation and park services that may alleviate the demand for other existing parks and recreational facilities in the surrounding communities.</p>			
<b>Recreation</b>			
<p><i>XVI(a). Physical deterioration of neighborhood and regional parks or other recreational facilities</i></p> <p>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.</p> <p>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. Therefore, the deterioration of existing facilities is not anticipated to occur or be accelerated.</p>	<p>Less than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>
<p><i>REC-2. Recreational facilities that might give an adverse physical effect on the environment</i></p> <p>The Project Area is currently a construction site located in a highly developed urban environment. Therefore, the proposed Project would not result in the destruction of the natural environment or alteration of landforms that would have physical impacts on the environment. Rather, the proposed Project would improve the natural</p>	<p>Less than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>environment by providing more open space and remediating hazardous soils to standards acceptable by LACoFD and other regulatory agencies as required.</p>			
<p><i>REC-3. Demand for recreation and park services anticipated at the time of project buildout</i></p> <p>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.</p>	<p>N/A (Construction)</p> <p>Less than Significant (Operation)</p>	<p>No mitigation measures are required.</p>	<p>N/A (Construction)</p> <p>Less than Significant (Operation)</p>
<b>Transportation/Traffic</b>			
<p><i>T-1. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities</i></p> <p>Construction-generated traffic would be dispersed over multiple roadways, present for the short-term, and scheduled with increased frequency during off-peak hours. Public transportation facilities would not be affected, and temporary detours would be provided for any affected pedestrian and bicycle facilities. Therefore, construction activities would not conflict with adopted policies, plans, or programs supporting alternative transportation.</p> <p>Operation of the proposed Project would provide facilities that would encourage active modes of transportation (i.e., bike/pedestrian ramps and stairs, bike racks, and space</p>	<p>Less than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>for future bike parking and bikeshare). In addition, the proposed Project would not exceed the capacity of the existing circulation system during a typical day. Site-specific traffic control plans would be developed during large special events.</p>			
<p><i>T-2.1. For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)? Would the project cause substantial vehicle miles traveled?</i></p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p><i>T-3. Substantially increase hazards due to a geometric design feature or incompatible use</i></p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p><i>T-4. Conflict with an applicable congestion management program, including, but not limited to, level-of-service standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways</i>                      Construction activities would generate up to approximately 80 trips per day, which may result in temporary impacts to the circulation system. The construction traffic impacts associated with the proposed Project would be limited to the construction period, and dispersed over multiple roadways, and distributed throughout the day. Access would be maintained through detour routes and no impacts would occur to bus services. On-street parking would be temporarily affected; however, other street parking in the surrounding area would continue to remain available. Therefore, proposed construction activities would not conflict with an applicable congestion management program.</p>	<p>Less than Significant (Construction)                      Potentially Significant (Operation)</p>	<p><b>Implement MM-TRANS-1: Mobility Hub</b>                      The City shall reserve space for a mobility hub at the proposed Project Site, including additional amenities for bicyclists, drivers, and transit users, to encourage event attendees to use alternative modes of transportation.</p> <p><b>Implement MM-TRANS-2: Bicycle Facilities</b>                      The City shall reserve space for a Bike Share hub at the proposed Project Site to allow Bike Share participants to dock bicycles and scooters.</p> <p><b>Implement MM-TRANS-3: Rideshare Zones</b>                      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</p>	<p>Less than Significant</p>

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>Operation of the proposed Project would result in less trips than the existing land use; therefore, operational activities would not exceed the capacity of the existing circulation system. Large special events, which would occur infrequently, would increase the number of trips generated, which could result in impacts on the existing circulation system. However, large event permittees would be required to develop site-specific traffic control plans. Proposed and existing parking spaces would not meet the anticipated parking demand during operation of the proposed Project. In addition, large events, which would occur infrequently, could result in impacts on parking.</p>		<p>be clearly marked, and wayfinding signage shall be installed throughout the proposed Project Site.</p> <p>Implement <b>MM-TRANS-4: Public Transportation</b></p> <p>The City shall reserve space at the proposed Project Site to ensure access through the Arts Plaza or adjacent sidewalk to a future Sixth Street Metro Station.</p>	
<b>Utilities and Service Systems</b>			
<p><i>XIX(a). Significant environmental effects from construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities.</i></p> <p>The Project Area does not include sensitive biological resources or properties located within special flood hazard areas subject to inundation. The proposed construction site would not be accessible to the public. A water diversion plan or flood evacuation plan would be developed if construction activities are performed during the rainy season.</p> <p>Wastewater generated during proposed construction activities would be collected, screened, and discharged in accordance with the SWPPP and any remaining waste</p>	<p>Less than Significant (Construction)</p> <p>Potentially Significant (Operation)</p>	<p>Implement <b>MM-HYDRO-1</b> described under Hydrology and Water Quality above.</p>	<p>Less than Significant</p>

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>would be disposed of in accordance with applicable water and solid waste disposal regulations.</p> <p>The proposed Project includes the construction of new stormwater drainage systems to capture and route runoff from the Project Site to LID BMPs. Proposed stormwater drainage systems and BMPs would comply with all applicable permits, design standards, and regulations to reduce significant impacts.</p> <p>The proposed Project would require construction of new utility connections, relocations and undergrounding of utilities, and other utility improvements. The City would coordinate with service providers to ensure that there are no disruptions in utility services.</p> <p>Though operation of the proposed Project would result in additional water consumption and wastewater generation, the construction of new water or wastewater treatment facilities or the expansion of existing facilities is not anticipated. The irrigation system would be designed to receive recycled water. LID and structural treatment BMPs would be installed to treat captured rainfall and runoff for pollutants of concern.</p> <p>A public safety plan would be developed to reduce the potential to harm people during operation of the proposed Project. Therefore, the proposed Project is not anticipated to cause flooding during the projected 50-year developed storm event that would have the potential to harm people or damage property or sensitive biological resources.</p>			

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p><i>XIX(b). Sufficient water supplies</i></p> <p>There are sufficient water supplies available to serve the water required for proposed construction activities and new or expanded entitlements would not be required.</p> <p>The proposed Project would implement design features to reduce the consumption of water resources. Operation of the proposed Project would require approximately 20.16 acre-feet of water per year, which is approximately .004 percent of existing LADWP water usage. In addition, the irrigation system for the proposed Project would accommodate recycled water. The proposed Project is not expected to require expanded entitlements.</p>	<p>Less than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>

**Table ES-4: Best Management Practices**

Environmental Resource	Best Management Practices
Aesthetics	<p><b>BMP-AES-1: Construction Lighting</b></p> <p>If nighttime lighting at the construction site is required, lighting shall be directed downward, on-site, and away from surrounding land uses.</p> <p><b>BMP-AES-2: Construction Staging and Construction Staging Area</b></p> <p>Construction staging shall be coordinated with the construction of the Viaduct Replacement Project; therefore, additional use or acquisition of public space for equipment and vehicles will not be required. The construction area shall be fenced to obscure views of construction activities, materials, and staged equipment.</p> <p><b>BMP-AES-3: Operational Lighting</b></p> <p>Outdoor lighting for recreational activities shall be limited to the proposed operating hours.</p> <p><b>BMP-AES-4: Regulatory Requirements for Lighting</b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• Lighting for sports fields and courts shall operate in compliance with Los Angeles City Recreation and Parks (RAP) illuminance level standards for outdoor sports and recreational facilities.</li> <li>• Lighting for security shall be illuminated in accordance with the Illuminating Engineering Society (IES) standards, IES RP-33-14 <i>Lighting for Exterior Environments</i> and IES G-1-03 <i>Security Lighting for People, Property and Public Spaces</i>, as updated by IES G-1-16 <i>Guide for Security Lighting for People, Property and Critical Infrastructure</i>.</li> </ul>

<p>Air Quality</p>	<p><b>BMP-AQ-1: SCAQMD Rules and Regulations</b>                  The contractor shall implement measures to ensure that all construction activities are consistent with SCAQMD rules and regulations.</p> <p><b>BMP-AQ-2: Construction Worker Incentives</b>                  The City shall offer ride-share and transit incentives for construction workers to reduce emissions associated with motor vehicle use.</p> <p><b>BMP-AQ-3: Construction Equipment Maintenance</b>                  The contractor shall maintain construction equipment by conducting regular tune-ups according to the manufacturers' recommendations.</p>
<p>Biological Resources</p>	<p><b>BMP-BIO-1: Pre-Construction Wildlife Surveys</b>                  Pre-construction wildlife surveys shall be completed by a qualified biologist no more than 48 hours prior to clearing, grubbing, or other construction activities to determine the presence/absence of wildlife species, including special-status species, within 100 feet of the construction area. Special attention will be focused on any existing burrowing, roosting, and nesting habitat within the Project Area. Surveys shall be repeated if construction activities are suspended for five days or more. If any wildlife species are identified, appropriate BMPs shall be developed and implemented to reduce potential impacts on these species, in consultation with regulatory agencies where appropriate.</p> <p><b>BMP-BIO-2: Trash and Construction Debris Removal</b>                  All trash and construction debris shall be removed from the LA River construction areas on a daily basis. All water quality BMP materials shall be properly maintained during project construction, and removed upon completion of construction activities. After completion of proposed construction activities, all construction equipment and materials shall be removed from the Project Area, and the Project Area shall be returned to pre-project conditions.</p> <p><b>BMP-BIO-3: Work Area Limitations</b>                  No work for the proposed Project shall be conducted on the Fourth Street Bridge or Seventh Street Bridge structures.</p> <p><b>BMP-BIO-4: Nesting Bird Survey</b>                  If vegetation trimming or clearing is conducted during the nesting season (typically February 15 through September 15), nesting bird surveys shall be completed by a qualified biologist within 300 feet of potential bird-nesting areas and 500 feet of potential</p>

raptor-nesting areas no more than 48 hours prior to trimming/removal activities to determine if nesting birds are within the affected vegetation. Surveys shall be repeated if trimming or removal activities are suspended for five days or more.

**BMP-BIO-5: Nesting Bird Buffer**

If nesting birds protected under the MBTA and California Fish and Game Code Sections are found in the Project Area, appropriate buffer consisting of orange flagging/fencing or similar (typically up to 300 feet for songbirds and 500 feet for raptors) shall be installed and maintained until nesting activity has ended, as determined in coordination with the project biologist and regulatory agencies, as appropriate, to ensure that nesting birds and active nests are not harmed.

**BMP-BIO-6: Hazardous Material BMPs**

Appropriate hazardous material BMPs shall be implemented to reduce the potential for chemical spills or contaminant releases into the LA River, including any non-stormwater discharge.

**BMP-BIO-7: Equipment Maintenance**

All equipment refueling and maintenance shall be conducted in the staging area. In addition, vehicles and equipment shall be checked daily for fluid and fuel leaks, and drip pans shall be placed under all equipment that is parked and not in operation.

**BMP-BIO-8: Regulatory Permits**

The City shall consult with the appropriate responsible resource agency (e.g., CDFW and RWQCB) to determine permanent and temporary impact areas. Prior to undertaking ground-disturbing activities within or immediately adjacent to any aquatic resource areas, the City and/or their consultant shall obtain a CWA Section 401 Water Quality Certification, and California Fish and Game Code Section 1602 Streambed Alteration Agreement.

**BMP-BIO-9: Pre-Construction Bat Surveys**

At least 30 days prior to construction, alterations to the LA River Access Tunnel shall be surveyed by a qualified biologist to assess the presence of bats or potential bat-roosting cavities. If bats or bat-roosting cavities are identified, then during the non-breeding and active season (typically October), bats shall be safely evicted, to the extent feasible, under the direction of a qualified biologist. Once it has been determined that all roosting bats have been safely evicted from roosting cavities, exclusionary devices shall be installed and maintained where appropriate to prevent bats from roosting in these cavities prior to construction.

**BMP-BIO-10: Monitoring During LA River Access Tunnel Alteration**

In the event that all bats are not able to be excluded from affected roosting habitat, a qualified biologist shall monitor LA River Access Tunnel alterations. If bats are disturbed, work shall be safely suspended until all bats leave the vicinity on their own, or alternative measures can be identified under the direction of a qualified biologist. Work shall resume only once the bats have left the site and/or approval to resume work is given by a qualified biologist.

	<p><b>BMP-BIO-11: Bat Monitoring</b></p> <p>In the event that all bats are not able to be excluded from affected roosting habitat, a qualified biologist shall monitor structure alteration activities. If bats are disturbed, work shall be safely suspended until all bats leave the vicinity of the LA River Access Tunnel on their own, or alternative measures shall be identified under the direction of a qualified biologist. Work shall resume only once the bats have left the site and/or approval to resume work is given by a qualified biologist.</p> <p>Surveys and exclusion measures are expected to prevent maternal colonies from becoming established in structures to be removed or altered. In the event that a maternal colony of bats is found, no work shall be conducted within 100 feet of the maternal roosting site until the maternal season is over or the bats have left the site, or as otherwise directed by a qualified biologist. The site shall be designated as a sensitive area and protected as such until the bats have left the site. No activities shall be authorized adjacent to the roosting site. Combustion equipment, such as generators, pumps, and vehicles, shall not be parked or operated under or adjacent to the roosting site. Construction personnel shall not be authorized to enter areas beneath the colony, especially during the evening exodus.</p>
<p>Cultural Resources</p>	<p><b>BMP-CUL-1: Archaeological Monitoring During Excavation</b></p> <p>A qualified archaeological monitor shall conduct archaeological monitoring in the West Park and East Park for excavations at depths greater than 5 feet. Monitoring efforts may be reduced or eliminated for those portions of the Project Area shown to have been recently disturbed by construction activities associated with the Sixth Street Viaduct Project.</p> <p><b>BMP-CUL-2: Tribal Cultural Resources Sensitivity Training</b></p> <p>The City shall invite a qualified tribal representative from the Gabrieleño Band of Mission Indians to a pre-construction meeting to provide a training session to the construction contractor regarding potential tribal resources that could be encountered during construction activities and procedures to follow should a tribal resource be encountered.</p> <p><b>BMP-CUL-3: Tribal Cultural Resources Monitoring During Excavation</b></p> <p>The City shall retain and compensate for the services of a Tribal monitor who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC’s Tribal Contact list for the Project Area. The Tribal monitor shall only be present on-site during the construction phases that involve ground-disturbing activities in the proposed Arts Plaza. Monitoring efforts may further be reduced or eliminated for those portions of the in the proposed Arts Plaza that (1) are underlain with artificial fill of known origin, (2) require superficial scraping of land at depths less than five feet, or (3) are demonstrated to have been recently disturbed by construction activities associated with the Sixth Street Viaduct Project. The on-site monitoring shall cease when the grading and excavation activities in the proposed Arts Plaza are completed, or when the Tribal representatives and monitor have indicated that the site has a low potential for impacting tribal cultural resources.</p> <p><b>BMP-CUL-4: Unanticipated Discovery of Archaeological and Tribal Cultural Resources</b></p> <p>In the event that potentially significant buried archaeological materials are encountered within the Project Area, all work in the vicinity must stop until the archaeological and Tribal monitor can visit the site and assess the significance of the resource. If the</p>

	<p>resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the City regarding treatment and curation of these resources. Work may continue on other parts of the Project Area while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]).</p> <p><b>BMP-CUL-5: Unanticipated Discovery of Human Remains</b></p> <p>Health and Safety Code Section 7050.5, Section 15064.5(e) of the CEQA Guidelines, and PRC Section 5097.98 mandate the process to be followed in the unlikely event of an unanticipated discovery of human remains in a location other than a dedicated cemetery. The Los Angeles County Coroner must be notified within 24 hours of the discovery of potentially human remains. The Coroner must then determine within two working days of being notified if the remains are subject to his or her authority.</p> <p>If the Coroner recognizes the human remains (including bone fragments and funerary objects) to be Native American, he or she must contact the NAHC by phone within 24 hours. The NAHC then designates a Most Likely Descendant (MLD) with respect to the human remains within 48 hours of notification. The MLD will then have the opportunity to recommend to the Project proponent means for treating or disposing of, with appropriate dignity, the human remains and associated grave goods within 24 hours of notification.</p>
<p>Geology and Soils</p>	<p><b>BMP-GEO-1: Erosion Control</b></p> <p>The contractor shall implement standard BMPs, such as the use of fiber rolls and silt fencing, to reduce the amount of dust and dirt from leaving the construction area.</p> <p><b>BMP-GEO-2: Geotechnical Site Investigation Recommendations</b></p> <p>The Geotechnical Site Investigation report for the proposed Project includes recommendations to ensure that the Project Area is suitable for construction, and to ensure that appropriate measures are taken to reduce impacts during earthwork, excavation, utility trenching, backfilling, and other construction activities (Hushmand Associates, Inc., 2018). Backfill soils shall be moisture-conditioned and recompacted to meet ASTM International standards to counteract the potential adverse effects of soil expansiveness. If import soils are used, the import soil shall not exhibit an Expansion Index greater than 20 or contain more than 35 percent fines (i.e., fine-grained soils), and shall be screened by the geotechnical engineer to meet ASTM International standards.</p> <p><b>BMP-PAL-1: Paleontological Sensitivity Training</b></p> <p>Prior to the start of construction, all field personnel shall be briefed regarding the types of fossils that could be found and the procedures to follow should paleontological resources be encountered. Specifically, the training shall provide a description of the fossil resources that may be encountered, outline steps to follow when a fossil discovery is made, and provide contact information for a qualified paleontologist. The training shall be developed by a qualified paleontologist and provided as hand-outs or a PowerPoint Presentation that may be presented concurrently with other pre-construction training.</p>

	<p><b>BMP-PAL-2: Unanticipated Paleontological Resource Discoveries</b></p> <p>In the event that an unanticipated fossil discovery is made during construction, a qualified professional paleontologist shall be retained to examine the find and to determine whether further paleontological resource mitigation is warranted in accordance with SVP (2010) guidelines.</p>
<p>Greenhouse Gas Emissions</p>	<p><b>BMP-GHG-1: Off-Road Equipment Construction Requirements</b></p> <p>Idling shall be limited for vehicles and off-road equipment. Off-road equipment shall meet Tier 4 emission standards and newer. Efficient on-road haul trucks shall be used, where practicable.</p>
<p>Hazards and Hazardous Materials</p>	<p><b>BMP-HAZ-1: Coordination with Regulatory Agencies</b></p> <p>The City shall coordinate with Metro, U.S. EPA, and DTSC during construction activities to minimize health risks to the public or the environment associated with ongoing cleanup actions within the Project Area.</p> <p><b>BMP-HAZ-2: Compliance with SCAQMD Rules and Regulations</b></p> <p>The contractor shall implement measures to ensure that all construction activities are consistent with SCAQMD rules and regulations, including Rule 1166 - Volatile Organic Compound Emissions from Decontamination of Soil and Rule 1466 - Control of Particulate Emissions from Soils with Toxic Air Contaminants.</p>
<p>Hydrology and Water Quality</p>	<p>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:</p> <p><b>BMP-HYDRO-1: Construction Drainage Design</b></p> <p>The proposed Project shall incorporate drainage designs that direct stormwater runoff or irrigation runoff away from structures or the top of the slopes. No stormwater will be allowed to discharge over the top of a cut or fill slope.</p> <p><b>BMP-HYDRO-2: Off-Site Sediment Transport</b></p> <p>All entrances and exits to the construction site shall be stabilized to reduce transport of sediment off-site. Any sediment or other materials tracked off-site shall be removed within a reasonable time.</p> <p><b>BMP-HYDRO-3: Storm Drain Message and Signage</b></p> <p>Existing and proposed storm drain catch basins within the vicinity of the Project Site shall be marked and maintained.</p> <p><b>BMP-HYDRO-4: Outdoor Material Storage Area Design</b></p> <p>Proposed outdoor storage areas shall be organized and maintained to prevent stored materials from being permitted to runoff with stormwater. The outdoor storage of toxic and hazardous materials is not permitted.</p> <p><b>BMP-HYDRO-5: Outdoor Trash Storage Area Design</b></p>

Proposed outdoor trash storage enclosures shall be organized and maintained to prevent the transportation of trash and debris in stormwater. Bins and dumpsters shall remain covered.

**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 angled parking spaces along Anderson Street 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 (NOI) for stormwater discharges associated with construction activities may also be required under the NPDES General Permit.
- Stormwater BMPs shall follow the latest California Stormwater Quality Association's Stormwater Best Management Practices Handbook. All entrances and exits to a construction site will be stabilized to reduce transport of sediment off-site. Any sediment or other materials tracked off-site will be removed within a reasonable time.

	<ul style="list-style-type: none"> <li>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.</li> <li>The handling, storage, and disposal of contaminants shall comply with all applicable federal, state, and local requirements. The Project Site shall be remediated to standards acceptable to LACoFD and other regulatory agencies as required, thereby reducing the area affected by contaminants.</li> </ul>
<p>Land Use and Planning</p>	<p><b>BMP-LAND-1: Coordination with Los Angeles Department of City Planning</b>                  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.</p> <p><b>BMP-LAND-2: Coordination with Viaduct Replacement Project</b>                  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.</p> <p><b>BMP-LAND-3: Construction Area</b>                  Construction equipment, materials storage, and construction activities shall be contained within the limits of construction, and construction areas shall be fenced.</p>
<p>Noise</p>	<p><b>BMP-NOISE-1: Construction Equipment Requirements</b>                  Construction equipment shall be properly maintained and equipped with mufflers.</p>
<p>Transportation/Traffic</p>	<p><b>BMP-TRANS-1: Temporary Detour Routes</b>                  During proposed construction activities, temporary detours will be provided for any affected pedestrian and bicycle facilities.</p> <p><b>BMP-TRANS-2: Construction Staging Plan</b>                  A construction staging plan shall be developed to reduce impacts related to noise, dust, traffic, and other health hazards. In addition, construction site BMPs (e.g., fencing, signs, and detours) shall be implemented to minimize hazards and prevent safety issues on the roadways and sidewalks surrounding the construction site.</p> <p><b>BMP-TRANS-3: Construction Traffic</b>                  Construction-related trips shall be scheduled with increased frequency during off-peak hours to minimize impacts to commuters.</p> <p><b>BMP-TRANS-4: Access to Parcels</b>                  If access to any existing parcels is removed during proposed construction activities, temporary access shall be provided, and/or new points of access shall be constructed.</p>

	<p><b>BMP-TRANS-5: Site-Specific Traffic Control and Transit Plan for Large Events</b></p> <p>Large event permittees shall develop a site-specific traffic control plan to provide information on parking and circulation and highlight transit options for event attendees to minimize congestion and vehicle miles traveled. Traffic control strategies for events will include inbound/outbound flex lanes and sheriff controlled intersections. Traffic control plans will also identify nearby public parking facilities and identify passenger pick-up/drop-off locations. Permittees will be required to consider the cumulative traffic impacts of their event in relation to other events in the Project Area. The traffic control plans will also identify emergency services egress and access.</p>
<p>Utilities and Service Systems</p>	<p><b>BMP-USS-1. Wastewater Treatment</b></p> <p>Any wastewater produced as a result of proposed construction activities, such as water containing diesel and oil, paint, solvents, cleaners, and other chemicals, as well as construction debris and dirt, shall be collected in settlement tanks and screened. The clean water shall be discharged, and the remaining sludge shall be disposed of in accordance with water and solid waste disposal regulations, including the CWA, the Porter-Cologne Water Quality Control Act, and the RCRA.</p> <p><b>BMP-USS-2. Temporary Stormwater Drainage Measures</b></p> <p>Temporary stormwater drainage measures to prevent polluted runoff in the construction site shall include, but not be limited to, the installation of earth dikes, drainage swales, and ditches, silt fences, desilting basins, and stormwater drain inlet protection.</p> <p><b>BMP-USS-3. Coordination with Service Providers</b></p> <p>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.</p> <p><b>BPM-USS-4. Reduced Consumption of Water Resources</b></p> <p>Design features to reduce the consumption of water resources shall be implemented, such as low-flow water fixtures and water efficient irrigation design and practices. In addition, drought-tolerant landscaping shall be planted to further reduce water consumption.</p>

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