

BOARD OF PUBLIC WORKS
MEMBERS

AURA GARCIA
PRESIDENT

M. TERESA VILLEGAS
VICE PRESIDENT

DR. MICHAEL R. DAVIS
PRESIDENT PRO TEMPORE

VAHID KHORSAND
COMMISSIONER

VACANT
COMMISSIONER

CITY OF LOS ANGELES

CALIFORNIA



ERIC GARCETTI
MAYOR

OFFICE OF THE
BOARD OF PUBLIC WORKS

DR. FERNANDO CAMPOS
EXECUTIVE OFFICER

200 NORTH SPRING STREET
ROOM 361, CITY HALL
LOS ANGELES, CA 90012

TEL: (213) 978-0261
TDD: (213) 978-2310
FAX: (213) 978-0278

<http://bpw.lacity.org>

March 30, 2022

BPW-2022-0203

The Honorable City Council
Room No. 395
City Hall

CERTIFICATION OF CALIFORNIA ENVIRONMENTAL QUALITY ACT ENVIRONMENTAL IMPACT REPORT - STATE CLEARINGHOUSE NUMBER 2017041045 - SIXTH STREET PARK, ARTS, RIVER AND CONNECTIVITY IMPROVEMENTS PROJECT

As recommended in the accompanying report of the City Engineer, which this Board has adopted, the Board of Public Works recommends that the City Council:

1. REVIEW and CONSIDER the information contained in the Sixth Street Park, Arts, River, and Connectivity Improvements Project Final Environmental Impact Report (Final EIR), comprised of the Draft EIR and Appendices, the Final EIR, and any other information in the record of proceedings; and certify that the Final EIR was completed in compliance with the CEQA; that potentially significant environmental effects of the project have been disclosed and evaluated in compliance with the CEQA; and that the Final EIR reflects and expresses the City of Los Angeles' independent judgement and analysis as the CEQA Lead Agency;
2. ADOPT the project's CEQA Findings and find that on the basis of the whole record, including best management practices and mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment;
3. ADOPT the project's Mitigation Monitoring Program;
4. SPECIFY that the documents constituting the record of proceedings in this matter are in the custody of the City Clerk, located at 200 North Spring Street, 3rd Floor, Los Angeles, CA 90012; the Board's Commission, 200 N. Spring Street, 3rd Floor, Los



CEQA Environmental Impact Report

Angeles, CA 90012; the Department of Public Works, Bureau of Engineering, Environmental Management Group, 1149 South Broadway, Suite 600, Los Angeles, CA 90015, and any other relevant City department; and

5. APPROVE the project as described in the Final EIR.

Fiscal Impact:

The proposed Project has an estimated construction cost of approximately \$30,000,000. Funding for the proposed Project is expected to be available in the Fiscal Year 2022/23 budget. The source of funding is from Municipal Improvements Corporation of Los Angeles, Proposition K, Transfer Floor Area Rights, Community Redevelopment Agency Excess Bond Proceeds, Metropolis Grant, Leonard Hill Grant, Pickle Works Funding, and Proposition 68.

Sincerely,



DR. FERNANDO CAMPOS,
Executive Officer, Board of Public Works

FC:lc



Department of Public Works

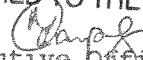
Bureau of Engineering
Report No. 1

March 30, 2022
CD No. 14

ADOPTED BY THE BOARD
PUBLIC WORKS OF THE CITY
of Los Angeles California

MAR 30 2022

AND REFERRED TO THE CITY COUNCIL


Executive Officer
Board of Public Works

SIXTH STREET PARK, ARTS, RIVER AND CONNECTIVITY IMPROVEMENTS PROJECT - CERTIFICATION OF CALIFORNIA ENVIRONMENTAL QUALITY ACT ENVIRONMENTAL IMPACT REPORT STATE CLEARINGHOUSE NUMBER 2017041045 AND PROJECT APPROVAL

RECOMMENDING THE BOARD OF PUBLIC WORKS (BOARD):

In accordance with the California Environmental Quality Act (CEQA), review, consider, adopt, and forward this report and transmittals to the Los Angeles (LA) City Council with the following recommendations:

1. REVIEW and CONSIDER the information contained in the Sixth Street Park, Arts, River, and Connectivity Improvements (PARC) Project (Project) Final Environmental Impact Report (Final EIR), comprised of the Draft EIR and Appendices (Transmittal No. 1), the Final EIR (Transmittal No. 2), and any other information in the record of proceedings; and CERTIFY that the Final EIR was completed in compliance with the CEQA; that potentially significant environmental effects of the Project have been disclosed and evaluated in compliance with the CEQA; and that the Final EIR reflects and expresses the City of Los Angeles' (City)'s independent judgement and analysis as the CEQA Lead Agency.
2. ADOPT the Project's CEQA Findings (Transmittal No. 3) and FIND that on the basis of the whole record, including best management practices (BMPs) and mitigation measures, there is no substantial evidence that the Project will have a significant effect on the environment.
3. ADOPT the Project's Mitigation Monitoring Program (Transmittal No. 4).
4. SPECIFY that the documents constituting the record of proceedings in this matter are in the custody of the City Clerk, located at 200 North Spring Street, 3rd Floor, Los Angeles, CA 90012; the Board's Commission, 200 N. Spring Street, 3rd Floor, Los Angeles, CA 90012; the Department of Public Works, Bureau of Engineering (BOE), Environmental Management Group, 1149 South Broadway, Suite 600, Los Angeles, CA 90015, and any other relevant City department.
5. APPROVE the Project as described in the Final EIR.

Report No. 1

Page 2

TRANSMITTALS

1. Project Draft EIR and Appendices, dated May 2021, available at:

[https://www.ci.la.ca.us/DocumentCenter/View/1234567/Project-Draft-EIR-and-Appendices-5-2021](#)
and

[https://www.ci.la.ca.us/DocumentCenter/View/1234568/Project-Draft-EIR-Appendices-5-2021](#)

2. Project Final EIR, dated March 2022.
3. Project CEQA Findings, dated March 2022.
4. Project Mitigation Monitoring Program, dated March 2022.

DISCUSSION

Background

The construction of the Sixth Street Viaduct Replacement Project required the acquisition of land underneath and immediately adjacent to the new viaduct in order to produce a roadway alignment which would meet modern public safety standards for vehicular travel. The land is a combination of existing right-of-way from the previously demolished viaduct, newly acquired public right-of-way, and City owned parcels. With implementation of the proposed Project, rather than leaving the 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.

The EIR process, as defined by CEQA, requires preparation of an objective, full-disclosure document to: (a) inform agency decision makers and the general public of the direct and indirect environmental effects of a proposed Project, (b) identify, where feasible, mitigation measures to reduce or eliminate any identified significant adverse impacts, and (c) identify and evaluate alternatives to the proposed Project that might lessen or avoid some or all of the identified significant impacts of the Project.

Project Description

The Project site is located underneath and adjacent to the Sixth Street Viaduct in Council District No. 14, and spans from Mateo Street in the City's Downtown Arts District, over the LA River, to the United States Highway 101 (U.S. 101) in Boyle Heights. 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 predominantly industrial and commercial.

The City is proposing to create approximately 13 acres of public recreational space underneath and adjacent to the Sixth Street Viaduct. The Project is divided into two Phases. Phase I will

March 30, 2022

Page 3

construct a new park, which is commonly referred to as the Sixth Street PARC Project. Phase I consists of general park elements as well as the East Park, West Park, Arts Plaza and River Gateway. The following elements would be constructed as part of Phase I of the Project:

General Park Elements: Elements that would be constructed throughout the Sixth Street PARC would include typical park site furnishings, pedestrian pathways, interpretative exhibits, utility connections, irrigation, crosswalks, and stormwater infrastructure improvements.

East Park: Amenities include a concessions area, public restrooms, office and storage space for operation and maintenance staff, sports court and fields, two flexible play and performance lawns, adult fitness circuit, mister pad, picnic and grilling areas, on-street parking, landscaped seating area and rain gardens, dog play areas, children's play area, and skate park elements. Public art may also be installed in East Park.

West Park: Amenities include a lawn area, dog play area, adult fitness circuit, café building, public restroom, landscaped area and rain garden, and a public art piece.

Arts Plaza and River Gateway: Amenities include a performance stage and public gathering area, and a space for a future mobility hub, including bike parking and bikeshare. The River Gateway includes the rehabilitation of the existing pedestrian/vehicular tunnel that provides access to the LA River channel.

Phase II of the Project will include the installation of reinforced concrete planted terraces on up to approximately 20,000 square feet of the west and east banks of the LA River channel. Terracing would be up to approximately 10 feet wide and located as high as possible on the west and east LA riverbanks, above the estimated Ordinary High-Water Mark. The terraces would be anchored into the existing slope liner and would not require excavation into the LA River channel. All landscaping would consist of species included in the LA River Master Plan Landscaping Guidelines and Plant Palette, consistent with the City's River Improvement Overlay Ordinance (Ordinance No. 183,145). Existing access to the LA River would be maintained.

Public Outreach

Planning efforts to engage local communities and stakeholders regarding the proposed Project began in January 2017. These efforts included guided community site tours of the Project area with community leaders on January 7, 2017. Small focus group meetings were held with community leaders and youth on January 10, January 12, and March 8, 2017, to discuss potential park features and uses. Large community meetings were held on February 7, 2017, at the PUENTE Learning Center, and on February 8, 2017, at the

Southern California Institute of Architecture (Sci-Arc). The community meetings had a combined attendance of more than 300 people to discuss potential park features and uses, and the evolving park design process.

A survey was distributed at the community meetings and made available on the BOE website to allow the public to vote on their preferred park features. Over 1,000 survey responses were received. On March 28 and 30, 2017, additional community meetings were held at the Sci-Arc and the PUENTE Learning Center, respectively, to present three conceptual approaches for the park, which incorporated public feedback from the surveys. Additional community meetings were held (in English and Spanish) on September 19, 2017, at the Aliso Pico Recreation Center, and on September 20, 2017, at the Sci-Arc. At the meetings, attendees voted on the preferred conceptual design for the park.

Environmental Review

Scoping

The City prepared an Initial Study and circulated a Notice of Preparation (NOP) to members of the public, local and state agencies, organizations, and interested parties to solicit comments on the proposed Project between April 13, 2017, and May 15, 2017. Two public scoping meetings were held, one on May 3, 2017, at the PUENTE Learning Center, and a bilingual one (conducted in both English and Spanish) on May 11, 2017, at the Aliso Pico Gymnasium. Informational materials were made available in both English and Spanish. The NOP/Initial Study was made available on the BOE website and at local public facilities. A notice, informing the public of the availability of the NOP/Initial Study, was printed in English in the *DTLA News*, and in Spanish in *La Opinión*. During the public review period, the NOP/Initial Study was also made available at the following public facilities:

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

Concerns that were expressed in response to the NOP/Initial Study and at the public meetings included, but were not limited to: handling hazardous waste and contaminated substances; exposing sensitive receptors to pollutants, lights, noise, and vibration; taking existing and potential transportation facilities into account; considering public safety and security around the railroad tracks and the LA River; and discussing potential impacts related to traffic, population growth, displacement of existing populations, and the homeless population. These concerns were addressed in the Draft EIR, and a summary table of the comments received is included in the Draft EIR executive summary.

Project Impacts

The City, having reviewed and considered the information contained in the Final EIR, and the record of proceedings, determined that the proposed Project would have no impact or less than significant impacts on the following resources: mineral, agriculture and forestry, population, housing, and recreation. With the implementation of BMPs, the proposed Project would have a less than significant impact on the following resources: aesthetics, biological, cultural and tribal, geology and soils, greenhouse gas emissions, land use, planning, and public services. With the implementation of mitigation measures, the proposed Project would have a less than significant impact on the following resources: air quality, energy, hazards and hazardous materials, hydrology and water quality, noise and vibration, transportation and traffic, utilities and service systems. With implementation of 57 BMPs and 15 mitigation measures, environmental impacts to all resource areas were found to be less than significant. No statement of overriding considerations regarding project impacts versus project benefits is required.

Project Alternatives

In accordance with the CEQA Guidelines, alternatives to the proposed Project were considered in the Draft EIR to foster informed decision-making and public participation. According to the CEQA Guidelines Section 15126.6(a), an EIR “shall describe a range of reasonable alternatives to the proposed project, or to the location of the proposed project, which would feasibly attain most of the basic objectives of the proposed project but would avoid or substantially lessen any of the significant effects of the proposed project and evaluate the comparative merits of the alternatives.” The CEQA Guidelines state that an EIR need not consider every conceivable alternative or consider the alternatives that are infeasible. The alternatives analysis must also include a comparative evaluation of a No Project Alternative. Two alternatives were considered, but were rejected from consideration in this EIR. The three alternatives summarized below were carried forward for detailed analysis.

No Project Alternative

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

Alternative 1 - Nature Focused Alternative

Alternative 1 is similar to the proposed Project. Under this alternative, the Project site would be located in the same area as under the proposed Project. Alternative 1 would remove the adult-sized flexible sports court for basketball, futsal, and volleyball.

March 30, 2022

Page 7

Alternative 2 - Sports Focused Alternative

Alternative 2 is similar to the proposed Project. Under this alternative, the park would be located in the same area as the proposed Project. Alternative 2 would include an additional adult-sized flexible sports court for basketball, futsal, and volleyball.

Alternatives Considered but Rejected as Infeasible

Section 15126.6 of the CEQA Guidelines requires that and EIR “identify any alternatives that were considered by the Lead Agency but were rejected as infeasible during the scoping process,” as well as explain the reasons for the Lead Agency’s determination. An alternative may be eliminated from consideration if it: (1) fails to meet most of the project’s basic objectives, (2) is infeasible, or (3) is unable to avoid significant environmental impacts. There are no alternatives that the City identified that would avoid significant environmental impacts and meet the Project’s basic objectives. The following alternative was considered and eliminated from further evaluation.

Alternative Project Site

The City already owns the Project site and cannot reasonably be expected to acquire, control, or access an alternative site that would meet the Project’s basic objectives in a timely fashion. It is anticipated that significant and unavoidable impacts associated with noise, traffic, water quality, and land use could occur if an Alternative Project Site could be found in Downtown LA, along the LA River. As such, development of the proposed Project at an alternative site could potentially produce other environmental impacts that would otherwise not occur at the current Project site and result in greater environmental impacts than the proposed Project. Therefore, an alternative site is not considered feasible since the City does not own another suitable site that would achieve the underlying purpose and objectives of the proposed Project.

Environmentally Superior Alternative

Section 15126.6 of the CEQA Guidelines requires that an “environmentally superior” alternative be identified. The Environmentally Superior Alternative is the alternative that would be expected to generate the least amount of significant impacts. Upon evaluating the alternatives, none of them would result in significant impacts. Although the No Project Alternative would result in the fewest impacts on the existing environment, this alternative would not result in the improvements anticipated under the proposed Project, Alternative 1, or Alternative 2. The No Project Alternative would not result in the following improvements: enhanced visual character and quality of the Project site, remediated soils, increased park and recreational facilities, and improved bicycle and pedestrian access. In addition, the existing industrial land use under the No Project Alternative would contribute greater air quality and greenhouse gas emissions, and greater noise and vibration levels than the land uses associated with the proposed Project (except during large events).

Pursuant to Section 15126.6(e)(2) of the CEQA Guidelines, when the No Project Alternative is identified as the Environmentally Superior Alternative, the EIR must also identify an Environmentally Superior Alternative from the remaining alternatives. In the analysis performed in the Draft EIR, the impacts associated with the proposed Project, Alternative 1, and Alternative 2 would be similar. Under Alternative 1, smaller event capacity and reduced recreational programming would result in less project-generated vehicle traffic to the Project site than the proposed Project. As such, implementation of Alternative 1 would result in marginally less impacts to air quality, energy, greenhouse gas emissions, noise and vibration, and transportation and traffic than the proposed Project. Therefore, Alternative 1 is considered the Environmentally Superior Alternative.

The CEQA Guidelines do not require an agency to implement the Environmentally Superior Alternative (CEQA Guidelines 15042-15043). Because Alternative 1 would provide reduced programming compared to the proposed Project, it would not meet the recreational needs of the surrounding communities. At the community meetings, the public overwhelmingly supported the proposed Project as the preferred alternative because it meets all of the 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 of the proposed Project 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 in the fall of 2022 and finish by 2024. Phase II, which would include the construction of the LA River portion, including the 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 the 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 new viaduct is expected to be completed by summer 2022.

Department of Public Works
Bureau of Engineering
Report No.

Page 9

FISCAL IMPACT STATEMENT

The proposed Project has an estimated construction cost of approximately \$30,000,000. Funding for the proposed Project is expected to be available in the Fiscal Year 2022/23 budget. The source of funding is from Municipal Improvements Corporation of Los Angeles, Proposition K, Transfer Floor Area Rights, Community Redevelopment Agency Excess Bond Proceeds, Metropolis Grant, Leonard Hill Grant, Pickle Works funding, and Proposition 68.

(MEM JAA RMK JF)

Report reviewed by:

Respectfully submitted,

BOE (ADM and SIX)



Report prepared by:

Gary Lee Moore, PE, ENV SP
City Engineer

Environmental Management Group

Maria E. Martin
Group Manager
Phone No. (213) 485-5753

MEM/GL/JGR/03-2022-0030_EMG.gva

Questions regarding this report
may be referred to:

Gary Lam, Project Manager
Phone No. (213) 923-4932
E-mail: gary.lam@lacity.org
and/or

Dr. Jan Green Rebstock
Phone No. (310) 469-4341
E-mail: jan.green.rebstock@lacity.org

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

DRAFT ENVIRONMENTAL IMPACT REPORT

Available at:

https://eng2.lacity.org/techdocs/emg/docs/sixthstreet_park_arts/Sixth%20St%20PARC%20Draft%20EIR_Full%20Copy.pdf

DRAFT ENVIRONMENTAL IMPACT REPORT APPENDICES

Available at:

https://eng2.lacity.org/techdocs/emg/docs/sixthstreet_park_arts/Sixth%20St%20PARC%20Draft%20EIR_Appendices%20A,B,D,E.pdf



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

DRAFT ENVIRONMENTAL IMPACT REPORT



May 2021

PREPARED FOR:

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

WITH ASSISTANCE FROM:

GPA Consulting



TRANSMITTAL NO. 1



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

SCH #2017041045

FINAL ENVIRONMENTAL IMPACT REPORT



March 2022

PREPARED FOR:

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

WITH ASSISTANCE FROM:

GPA Consulting



TRANSMITTAL NO. 2

This page intentionally left blank.

1.1 Introduction

In accordance with Section 15089 of the California Environmental Quality Act (CEQA) Guidelines, a lead agency must prepare a final environmental impact report (EIR) before approving a proposed project. The purpose of a final EIR is to provide an opportunity for the lead agency to respond to comments following public review of a Draft EIR. Pursuant to Section 15132 of the CEQA Guidelines, a final EIR must include revisions to a Draft EIR; a list of persons, organizations, and agencies that provided comments on the Draft EIR; and responses to significant environmental points and comments received during the review period for the Draft EIR.

The Draft EIR for the Sixth Street Park, Arts, River & Connectivity Improvements (PARC) Project (proposed Project) was circulated for public and agency review and comment from May 27, 2021, to July 26, 2021. The Draft EIR constitutes the first part of the EIR and is incorporated by reference and bound separately. This Final EIR constitutes the second part of the EIR and is intended to be a companion to the Draft EIR. Pursuant to CEQA Guidelines, Section 4 of this Final EIR includes a Mitigation Monitoring Program (MMP) for the proposed Project.

1.2 Organization of the Final EIR

This Final EIR is organized into four main sections as follows:

- **Section 1 – Introduction:** This section provides an introduction to the Final EIR, presents the contents of this Final EIR, summarizes the Final EIR public review process, and provides a summary of the proposed Project.
- **Section 2 – Responses to Comments:** This section presents a matrix of the parties that commented on the Draft EIR and the issues that they raised. This matrix is followed by copies of the written comments responding to the Draft EIR, as well as a transcript of the oral comments received during a public meeting. Numbered responses are provided for each of the written and oral comments made regarding the Draft EIR. Copies of the full original comment letters and the public meeting transcript are provided in **Appendix Final EIR-1** of this Final EIR.
- **Section 3 – Revisions, Clarifications, and Corrections to the Draft EIR:** This section provides a list of revisions, clarifications, and correction that have been made to the Draft EIR for the proposed Project based on comments received from the public and agencies.
- **Section 4 – Mitigation Monitoring Program (MMP):** This section provides the full MMP for the proposed Project. The MMP lists project design features and mitigation measures by environmental topic and identifies for each of the features and measures the applicable enforcement agency, monitoring agency, monitoring phase, monitoring frequency, and action indicating compliance.

This Final EIR also includes the following appendices:

- **Appendix Final EIR-1, Draft EIR Comment Letters and Public Meeting Transcript:** This appendix to the Final EIR includes copies of all written and oral comments received on the Draft EIR.
- **Appendix Final EIR-2, Air Quality Emission Memorandum:** This appendix to the Final EIR includes a memorandum completed by AMBIENT Air Quality and Noise Consulting to update the operational and construction air quality emission estimates in response to comments received from the South Coast Air Quality Management District.

1.3 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.

- **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).

1.4 Public Review Process

In accordance with CEQA, the environmental review process for the proposed Project commenced with solicitation of comments from identified responsible and trustee agencies, as well as interested

parties in the scope of the Draft EIR, through a Notice of Preparation (NOP) Process. The City prepared an Initial Study (IS) and circulated an NOP to members of the public, local and state agencies, organizations, and interested parties to solicit comments on the proposed Project between April 13, 2017, and May 15, 2017. Two public scoping meetings were held, one on May 3, 2017, at the Puente Learning Center and one on May 11, 2017, at the Aliso Pico Gymnasium. Informational materials were made available in Spanish and English.

The NOP/IS was available on the Los Angeles Bureau of Engineering (LABOE) website and at local public facilities. A notice, informing the public of the availability of the NOP/IS, was printed in English in *DTLA News* and in Spanish in *La Opinión*. The notice was also circulated to members of the public, local and state agencies, organizations, and interested parties to solicit comments on the proposed Project. The NOP/IS was also available at the following public facilities during the public review period:

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

Following the comment period for the IS/NOP, a Draft EIR was prepared for the proposed Project. The IS, NOP, and NOP comment letters were included in **Appendix A** of the Draft EIR.

Consistent with the requirements of Sections 15087 and 15105 of the CEQA Guidelines, the Draft EIR was submitted to the Los Angeles County Clerk and the State Clearinghouse, a division of the Governor's Office of Planning and Research and circulated for public review. The public comment period for the Draft EIR was from May 27, 2021, to July 26, 2021, exceeding CEQA's 45-day public comment period requirement.

During the comment period, the Draft EIR was made available for review on LABOE's project website, <https://eng.lacity.org/about-us/divisions/environmental-management/projects/sixth-street-park-arts-river-connectivity-improvements-parc>. In addition, hard copies of the Draft EIR were made available at the following public facilities:

- Central Library, 630 West Fifth Street, Los Angeles, CA 90071
- Robert Louis Stevenson Library, 803 Spence Street, Los Angeles, CA 90023
- BH Technology Center, 1600 East Fourth Street, Los Angeles, CA 90033
- East Los Angeles County Library, 4837 East 3rd Street, Los Angeles, CA 90022

Due to the global pandemic, a virtual public meeting was held in English and Spanish on July 14, 2021, at 6:30 PM on Zoom during the 45-day public comment period for the Draft EIR. Accommodations were also made available at PUENTE Learning Center in the Boyle Heights Neighborhood for anyone requiring access to a screen or internet connection for the virtual public meeting. A notice regarding the public review period and how to access the public meeting was posted on the LABOE project website: <https://eng.lacity.org/about-us/divisions/environmental-management/projects/sixth-street-park-arts-river-connectivity-improvements-parc>, and published in the *DTLA News* in English and *La Opinion* in Spanish. Project stakeholders also received mail and email notifications regarding the virtual public meeting.

This Final EIR was prepared following the Draft EIR comment period. In accordance with CEQA Guideline Section 15088, this Final EIR includes responses to comments on environmental issues that were received during the comment period for the Draft EIR.

Chapter 2

Response to Comments

2.1 Introduction

Section 21091(d) of the Public Resources Code (PRC) states that, “With respect to the consideration of comments received on a draft environmental impact report, the lead agency shall evaluate comments on environmental issues that are received from persons who have reviewed the draft and shall prepare a written response.” The lead agency is not required to provide a response to comments provided outside of the allotted comment period. Section 21092.5 of the PRC requires that, “At least 10 days prior to certifying an environmental impact report, the lead agency shall provide a written proposed response to a public agency on comments made by that agency which conform with the requirements of this division.”

The City of Los Angeles (City), Department of Public Works, Bureau of Engineering (LABOE) is the Lead Agency for the Sixth Street Park, Arts, River & Connectivity Improvements (PARC) Project (proposed Project). This section of the Final EIR provides the City’s responses to the written comments received during the comment period for the Draft EIR. Section 2.2, Matrix of Comments Received on the Draft EIR, includes a table that summarizes the environmental issues raised by each commenter regarding the Draft EIR. Section 2.3, Responses to Comments, provides the City’s responses to the comment letters received on the Draft EIR. Copies of the original comment letters and the oral transcript from the public meeting are provided in **Appendix Final EIR-1** of this Final EIR.

2.2 Matrix of Comments Received on the Draft EIR

Table 2.2-1 Matrix of Comments Received on the Draft EIR

Letter No.	Commenter	Executive Summary	Introduction	Project Description	Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy	Geology & Soils	Greenhouse Gas Emissions	Hazards & Hazardous Materials	Hydrology & Water Quality	Land Use & Planning	Noise & Vibration	Population & Housing	Public Services	Recreation	Transportation & Traffic	Utilities & Service Systems	Mandatory Findings	Comparison of Alternatives	Other Environmental	Cumulative Impact	General/Other	Support	
Written Comments Received from Agencies and Elected Officials																											
A1	Frances Duong, Acting IGR/CEQA Branch Chief, Caltrans District 7, Office of Regional Planning, 100 S. Main Street, Suite 100, Los Angeles, CA 90012	X	X	X										X					X								X
A2	Lijin Sun, J.D., Program Supervisor, CEQA IGR, South Coast Air Quality Management District Planning, Rule Development & Area Sources, 21865 Copley Drive, Diamond Bar, CA 91765-4178					X																					
A3	Shine Ling, AICP, Manager, Transit Oriented Communities,	X	X	X								X	X	X	X			X	X	X					X	X	X

Letter No.	Commenter	Executive Summary	Introduction	Project Description	Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy	Geology & Soils	Greenhouse Gas Emissions	Hazards & Hazardous Materials	Hydrology & Water Quality	Land Use & Planning	Noise & Vibration	Population & Housing	Public Services	Recreation	Transportation & Traffic	Utilities & Service Systems	Mandatory Findings	Comparison of Alternatives	Other Environmental	Cumulative Impact	General/Other	Support	
	Metro Development Review, One Gateway Plaza, MS 99-22-1, Los Angeles, CA 90012 2952																										
A4	Ali Poosti, Division Manager, Wastewater Engineering Services Division, LA Sanitation and Environment, 1149 S Broadway 9th floor, Los Angeles, CA 90015			X								X	X														
Written Comments Received from Members of the Public																											
P1	Vince and Frank Gallo Co-Owners, Rancho Cold Storage, Inc., 670 Mesquit Street, Los Angeles, CA 90021			X										X		X	X	X	X							X	X
P2	Benjamin Hanelin, Latham and Watkins, LLP, 355 South Grand Avenue, Suite 100, Los Angeles, CA 90071-1560			X	X								X	X		X	X	X	X						X	X	X

Letter No.	Commenter	Executive Summary	Introduction	Project Description	Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy	Geology & Soils	Greenhouse Gas Emissions	Hazards & Hazardous Materials	Hydrology & Water Quality	Land Use & Planning	Noise & Vibration	Population & Housing	Public Services	Recreation	Transportation & Traffic	Utilities & Service Systems	Mandatory Findings	Comparison of Alternatives	Other Environmental	Cumulative Impact	General/Other	Support	
P3	Mia Lehrer, President, Studio MLA, 251 South Mission Road, Los Angeles, CA 90033			X											X										X		
Verbal Comments Received During Draft EIR Public Meeting																											
T1	Martin Torres																		X								
T2	Frank Gallo																		X								
T3	Kat Halsey					X																					
T4	Martin Torres																	X									
T5	Malissa Strong																	X									
T6	Veta Gashgai															X	X										
T7	Lori Atwater															X											
T8	Sol Marquez				X											X	X									X	
T9	Malissa Strong															X		X								X	

2.3 Responses to Comments

Comment Letter No. A1

Frances Duong
Acting IGR/CEQA Branch Chief
Caltrans District 7, Office of Regional Planning
100 S. Main Street, Suite 100
Los Angeles, CA 90012

Comment No. A1-1

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed Project would create public recreational space on approximately 13 acres in areas underneath and adjacent to the upcoming Sixth Street Viaduct. Features of the proposed Project include, but are not limited to, a café, concession area, public restrooms on each side of the LA River, performance and public gathering areas, flexible play areas and lawns, adult fitness equipment, dog play areas, landscaped areas, public art, sports fields and courts, children's play areas and splash pad, picnic and grilling areas, parking spaces, skate park elements, bicycle and pedestrian paths, roadway connectivity improvements, stormwater infrastructure improvements, and rain gardens. In addition, the proposed Project could include the installation of reinforced concrete planted terraces on the west and east banks of the LA River. The proposed Project generally includes components noted in the Los Angeles River Revitalization Master Plan.

LABOE Response: This comment confirms Caltrans' receipt of the Draft EIR. It provides background information regarding the proposed Project and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR.

Comment No. A1-2

The nearest State facility to the proposed project is US [United States Interstate] 101. After reviewing the DEIR [Draft EIR], Caltrans has the following comments:

Caltrans acknowledges and supports infill development that provides valuable urban park space and prioritizes walking, biking, and transit. The Project's goals are in direct alignment with State-level sustainable transportation policy goals which seek to reduce the number of trips made by driving, reduce Greenhouse Gas (GHG) emissions, and encourage alternative modes of travel. Caltrans' Strategic Management Plan has set targets of tripling trips made by bicycle and doubling trips made by walking and public transit, as well as achieving a reduction in statewide, per capita, vehicle miles traveled (VMT). Similar goals are embedded in the California Transportation Plan 2040, California Transportation Plan 2050, and Southern California Association of Governments (SCAG) Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy). Statewide legislation such as AB [Assembly Bill] 32 and SB [Senate Bill] 375, as well as Executive Order S-3-05 and N-19-19, echo the need to pursue

more sustainable development. Projects, like the one proposed, can help California meet these goals.

LABOE Response: Thank you for your support of the proposed Project. This comment states Caltrans' support for the proposed Project and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR.

Comment No. A1-3

Caltrans also concurs that the following Mitigation Measures are effective infrastructure to reduce VMT and more effectively meet the transportation needs of all people:

- *MM-TRANS-1: Mobility Hub*
- *MM-TRANS-2: Bicycle Facilities*
- *MM-TRANS-3: Rideshare Zones*
- *MM-TRANS-4: Public Transportation*

LABOE Response: Thank you for your support of the proposed Project's mitigation measures. This comment states Caltrans' support for proposed mitigation measures **MM-TRANS-1**, **MM-TRANS-2**, **MM-TRANS-3**, and **MM-TRANS-4**. The comment does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR.

Comment No. A1-4

While Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities, the eastern edge of the Project is adjacent to Caltrans Right-of-Way. Therefore, an encroachment permit will be required, and all environmental concerns must be adequately addressed. Please note that any modifications to the State facility will be subject to additional review by the Office of Permits prior to issuance of the permit.

LABOE Response: The City is aware that an encroachment permit will be needed when doing work within or adjacent to Caltrans Right-of-Way. Table ES-1 and Section 3.15 of the Draft EIR have been updated to specify that a Caltrans Encroachment Permit will be needed for work along the eastern edge of the proposed Project adjacent to Caltrans Right-of-Way. Caltrans has also been included in the list of Responsible Parties that was in Section 1.4 of the Draft EIR.

Comment No. A1-5

Additionally, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

LABOE Response: The City is aware that a transportation permit will be needed when using oversized vehicles on State highways. Section 3.15 and Table ES-1 of the Draft EIR have been updated to state that a Caltrans Transportation Permit will be needed and the construction

contractor will be required to comply with all applicable regulations regarding the use of State highways and local roads. **BMP-TRANS-3** (see section 3.15.4 of the Draft EIR) already requires construction-related trips be scheduled with increased frequency during off-peak hours to minimize impacts to commuters.

Comment Letter No. A2

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
South Coast Air Quality Management District
Planning, Rule Development & Area Sources
21865 Copley Drive
Diamond Bar, CA 91765-4178

Comment No. A2-1

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments include recommended revisions to the CEQA air quality impact analysis for regional construction impacts and air quality mitigation measures that the City of Los Angeles (Lead Agency) should include in the Final EIR.

LABOE Response: This comment confirms the South Coast AQMD's receipt of the Draft EIR. The comment provides background information and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR.

Comment No. A2-2

South Coast AQMD Staff's Summary of the Proposed Project and CEQA Air Quality Impact Analysis

Based on the Draft EIR, the Lead Agency will develop recreational and stormwater management facilities on 13 acres (Proposed Project). The Proposed Project is located on the northwest corner of South Boyle Avenue and Seventh Street in the communities of Central City North and Boyle Heights within the designated AB [Assembly Bill] 617 East Los Angeles, Boyle Heights, West Commerce community.

In the Draft EIR, the Lead Agency analyzed the Proposed Project's regional air quality impacts from construction activities associated with hauling construction materials and importing or exporting soil. During the grading phase, the Proposed Project will import and export 16,700 cubic yards of soil, resulting in 835 haul truck trips¹. The Lead Agency calculated criteria pollutants emissions from construction activities after incorporating air quality mitigation measures, including the use of 2007 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and Tier 4 off-road construction equipment of greater than 50 horsepower². The Lead Agency concluded that the mitigated maximum daily emissions from NO_x would be 28 pounds per day (lbs/day), which would not exceed South Coast AQMD regional air quality CEQA significance threshold for NO_x at 100 lbs/day for construction³. The Lead

¹ Draft EIR. Air Quality and Greenhouse Gas Impact Assessment. CalEEMod Output Files. Page 2.

² Draft EIR. MM-AQ-1. Page 3.2-14.

³ MND. Page 4-19.

Agency also concluded that the Proposed Project's regional construction air quality impacts from other criteria pollutants would be less than significant with mitigation.

LABOE Response: This comment confirms receipt of the Draft EIR from the South Coast AQMD. It provides background information regarding the project description and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR. The City has revised the construction emission calculations based on the South Coast AQMD's comments, which is provided in **Appendix Final EIR-2**.

Comment No. A2-3

CEQA Air Quality Impact Analysis for Regional Construction Impacts Associated with Truck Trip Length

Based on a review of the Hazards and Hazardous Materials Section and the Utilities and Service Systems Section of the Draft EIR, South Coast AQMD staff found that implementation of the Proposed Project requires excavation of soil contaminated with Resource Conservation and Recovery Act level heavy metals, polychlorinated biphenyls, or total petroleum hydrocarbon diesel range organics that would need to be disposed at Class 1 hazardous waste landfills and Class 2 landfills⁴. Solid waste generated from the Proposed Project's construction activities will be collected by the Central Los Angeles Recycling and Transfer Station (CLARTS), and from CLARTS, waste is transferred to a landfill or recycling facility. Based on the Proposed Project's location, the closest landfill to the Proposed Project is the Puente Hills Landfill in the City of Industry⁵.

In the Air Quality Section, the Lead Agency used a default one-way trip length of 20 miles to quantify the Proposed Project's construction emissions from importing and exporting soil and might have underestimated the Proposed Project's soil hauling emissions. According to the City of Los Angeles Sanitation and Environment Department, hazardous waste is not accepted at CLARTS⁶. The Puente Hills Landfill that is located at 13130 Crossroads Parkway South in the City of Industry was owned and/or operated by the Los Angeles County Sanitation Districts, and on December 31, 2014, it ceased operation as one of six major Class III landfills within the County⁷. It is likely that contaminated soil will not be accepted by CLARTS or transferred to the Puente Hills Landfill for disposal. Additionally, depending on the type of contamination, contaminated soil may need to be disposed at a permitted hazardous disposal facility outside

⁴ Draft EIR. Page 3.17-6.

⁵ Draft EIR. Page 3.16-3.

⁶ City of Los Angeles. CLARTS Facts and Services. Accessed at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-cl/s-lsh-wwd-s-cl-fs?_afLoop=11339668849486601&_afWindowMode=0&_afWindowId=py5xjm1uy&_adf.ctrl-state=esjuboubd_473#!%40%40%3F_afWindowId%3Dpy5xjm1uy%26_afLoop%3D11339668849486601%26_afWindowMode%3D0%26_adf.ctrl-state%3Desjuboubd_477.

⁷ Los Angeles County. Countywide Siting Element – Existing Solid Waste Disposal Facilities. Accessed at: http://dpw.lacounty.gov/epd/nas/epd/epd_dms/TSKFRC%60JOLEE%60TaskForce%60PUB_Y%60FREQ_N%6011_12_2015%60%60REC_N%600000_00%600000_00%60TFMPAC%60CSE%20Chapter%203%20Redline_11_10_15%6039.pdf.

Los Angeles County with a one-way trip length that is likely longer than 20 miles. During the grading phase, 835 truck trips would take place for hauling 16,700 cubic yards of soil. Using a one-way truck trip length of 20 miles likely underestimated the Proposed Project's construction emissions. Therefore, South Coast AQMD staff recommends that the Lead Agency identify the permitted hazardous disposal facilities that the Proposed Project will use to dispose contaminated soil, disclose them in the Final EIR, and re-calculate the Proposed Project's construction emissions from haul truck trips based on the appropriate one-way trip length. If the Lead Agency finds, after revisions, that the Proposed Project's regional air quality impacts from construction activities would be significant, mitigation measures will be required (CEQA Guidelines Section 15126.4).

LABOE Response: Thank you for providing updated information regarding LA Puente Hills Landfill and CLARTS. The City has identified the following landfills that would be used instead for haul trips: Simi Valley Landfill (non-hazardous impacted soil), La Paz County Landfill (non-Resource and Conservation Recovery Act [RCRA] California hazardous soil), and Kettleman Hills Landfill (RCRA hazardous soil). The latest version of California Emissions Estimator Model (CalEEMod) was used to recalculate air quality emissions and update the construction emissions with new haul lengths. These calculations are provided in **Appendix Final EIR-2**. Impacts to air quality remain less than significant with mitigation.

Comment No. A2-4

Recommended Revisions to Existing Air Quality Mitigation Measure

CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse air quality impacts. The Draft EIR included an air quality mitigation measure (MM-AQ-1), which requires, among others, the use of 2007 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export). South Coast AQMD staff recommends that the Lead Agency require cleaner haul trucks to strengthen the mitigation. The recommended additions and changes to the portion of MM-AQ-1 related to haul trucks are shown in underline and ~~strikethrough~~, respectively.

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

- *Include in all construction contracts the requirement to use zero-emission (ZE) or near-zero emission (NZE) on-road haul trucks (e.g., material delivery trucks and soil import/export) such as heavy-duty trucks with natural gas engines that meet the California Air Resources Board (CARB)'s adopted optional NOx emission standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), and ensure that supportive infrastructure will be available for ZE/NZE trucks. At a minimum, require the use of 2007 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) that meet CARB's 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks. To monitor and ensure ZE, NZE, or 2010 model year trucks are used at the future development projects, the lead agency should require that operators maintain records of all trucks associated with the future development projects' construction and make these records available to the lead agency upon request. The records*

will serve as evidence to prove that each truck called to the future development projects during construction meets the minimum 2010 model year engine emission standards. Alternatively, the Lead Agency should require periodic reporting and provision of written records by contractors working on the future development projects and conduct regular inspections of the records.

LABOE Response: MM-AQ-1 has been updated to require the use of 2010 or newer diesel haul trucks. The results of the revised construction emissions do not necessitate the use of ZE or NZE technologies. These calculations are provided in **Appendix Final EIR-2**. Impacts to air quality remain less than significant with mitigation.

Comment No. A2-5

Conclusion

Pursuant to California Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(b), South Coast AQMD staff requests that the Lead Agency provide South Coast AQMD staff with written responses to all comments contained herein prior to the certification of the Final EIR. In addition, issues raised in the comments should be addressed in detail giving reasons why specific comments and suggestions are not accepted. There should be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice (CEQA Guidelines Section 15088(c)). Conclusory statements do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful, informative, or useful to decision makers and to the public who are interested in the Proposed Project. Further, if the Lead Agency makes the finding that the recommended revisions to the existing air quality mitigation measure are not feasible, the Lead Agency should describe the specific reasons supported by substantial evidence for rejecting them in the Final EIR (CEQA Guidelines Section 15091).

South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact me at lsun@aqmd.gov if you have questions or wish to discuss the comments.

LABOE Response: The City appreciates the South Coast AQMD's support and the opportunity to work with the South Coast AQMD to deliver the proposed Project. The City has prepared a memorandum to address the South Coast AQMD's comments, which is included as **Appendix Final EIR-2**. The South Coast AQMD will be provided a copy of this memorandum as well as our written responses to their comments prior to certification of the Final EIR in accordance with CEQA Guidelines. Impacts to air quality remain less than significant with mitigation.

Comment Letter No. A3

Shine Ling, AICP
Manager, Transit Oriented Communities
Metro Development Review
One Gateway Plaza
MS 99-22-1
Los Angeles, CA 90012-2952

Comment No. A3-1

Thank you for coordinating with the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the proposed Sixth Street PARC (Project) located in the City of Los Angeles (City). Metro is committed to working with local municipalities, developers, and other stakeholders across Los Angeles County on transit-supportive developments to grow ridership, reduce driving, and promote walkable neighborhoods.

Per Metro's area of statutory responsibility pursuant to sections 15082(b) and 15086(a) of the Guidelines for Implementation of the California Environmental Quality Act (CEQA: Cal. Code of Regulations, Title 14, Ch. 3), the purpose of this letter is to provide the City with specific comments on the Draft Environmental Impact Report (EIR) for the Project. In particular, this letter outlines topics regarding the Project's potential impacts on Metro projects, infrastructure, and right of way (ROW) which should be analyzed in the EIR, and provides recommendations for mitigation measures as appropriate. Effects of a project on transit systems and infrastructure are within the scope of transportation impacts to be evaluated under CEQA¹.

In addition to the specific comments outlined below, Metro is providing the City with the Metro Adjacent Development Handbook (attached), which provides an overview of common concerns for development adjacent to Metro ROW and transit facilities, available at www.metro.net/projects/devreview/.

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

LABOE Response: This comment confirms Metro's receipt of the Draft EIR. The comment provides background information and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR. The Metro Adjacent Development Handbook has been saved in the project folder.

¹ See CEQA Guidelines section 15064.3(a); Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts In CEQA, December 2018, p. 19.

Comment No. A3-2*Project Description*

The Project includes a new approximately 13 acres of public recreational space underneath and adjacent to the Sixth Street Viaduct. The Project would include an East Park, West Park, and Arts Plaza and River Gateway. The proposed East Park, located in the Boyle Heights Community Plan area would include amenities such as concessions area, public restrooms, office and storage space for operations and maintenance staff, etc. The proposed West Park would include amenities such as a café building, landscaped area and a rain garden, public art piece, etc. The Arts Plaza and River Gateway would include rehabilitating an existing pedestrian/vehicular tunnel that provides access to the LA River channel.

LABOE Response: This comment provides background information regarding the proposed Project and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR.

Comment No. A3-3*Future Transit Corridor Projects under study*

Metro is studying the following new transit corridor projects which are within the Project area. These projects should be incorporated into the EIR [Draft EIR]'s analysis. In addition, the City should consult with the SCRRA [Southern California Regional Rail Authority], which operates Metrolink, on their capital planning efforts.

- 1. Metro's LA River Path Project: Funded by Measure M, Metro is evaluating a new bicycle and pedestrian path along an approximately eight-mile stretch of the Los Angeles River from Elysian Valley through Downtown Los Angeles to the City of Maywood. Metro released a Notice of Preparation for this project in October 2019 with a target operation date by 2028. The project is currently in the Environmental Phase with anticipated selection of a locally preferred alternative (LPA) by 2023. More information may be found online at: <https://www.metro.net/projects/lariverpath/>.*
- 2. Arts District/6th Street Station: The Arts District/6th St Station is a proposed new Metro B Line (Red) and/or D Line (Purple) station near 6th Street that would provide regional and local transit connections to and from Arts District, Boyle Heights, Little Tokyo and surrounding communities. The station would be located south of LA Metro's Division 20 Rail Yard and would be generally bounded by the 6th Street Bridge to the north, 7th Street to the south, the Los Angeles River to the east, and by Mesquit Street to the west. With funding support from the City of Los Angeles, Metro is preparing an Environmental Impact Report (EIR) and conducting public outreach for the EIR. Funding for construction has not been identified for this potential project. Completing this study does not commit Metro to funding and constructing the potential Arts District/6th St Station and extending heavy rail transit to it. More information may be found online at: <https://www.metro.net/projects/arts-dist-6th-station/>.*

LABOE Response: The City looks forward to continuing to work with Metro through the development of the proposed LA River Path Project and Arts District/6th Street Station Project. Thank you for providing additional information regarding these projects. This information has been saved in the project record. Table 1-1 of the Draft EIR was updated to reflect the name change of the “Los Angeles River Bicycle Path Gap Closure Project” to “LA River Path Project” in accordance with the comment. In addition, the Arts District/6th Street Station was added to Figure 1-2 (see Section 1.7.2 of the of the Draft EIR). The City understands that Metro is currently preparing environmental documents for both of these projects and final alignments and locations have yet to be determined. The City welcomes any additional information Metro can provide regarding these projects and look forward to continuing to work with Metro through the development of these proposed projects.

Comment No. A3-4

Metrolink Adjacency

1. *Operations: The Project site is above and adjacent to Metro-owned ROW operated and maintained by the SCRRA to run the Metrolink commuter rail service. Amtrak intercity passenger trains and other freight trains also operate on this line. The City is advised that rail service operates in both directions and that trains may operate 24 hours a day, seven days a week, in the ROW below the Project.*

LABOE Response: The proposed Project would be adjacent to Metro-owned ROW and include improvements to an existing Los Angeles River access tunnel beneath existing railroad ROW. The proposed Project does not currently include work within or above the railroad ROW as suggested by the comment. The City would coordinate with Metro and SCRRA should the need for any work above or immediately adjacent to Metro-owned ROW (e.g., for a crane) arise during construction. The construction contract would also require that construction activities be performed in a manner that would not endanger or interfere with the safe and timely operations of Metro’s tracks, its facilities, or the public.

Comment No. A3-5a

2. *Impact Analysis: Due to the Project’s proximity to Metrolink ROW, the EIR must analyze potential effects on rail operations and identify mitigation measures as appropriate. Critical impacts to be studied should include (without limitation): impacts of Project construction and operation on and potential damage to the structural and systems integrity of tracks and related infrastructure; and disruption to rail service. Specific impacts and mitigation measures that should be studied include:*
 - a. *Structure Setback: Structures that are immediately adjacent to the railroad ROW can pose safety hazards and may disrupt transit service and/or damage Metrolink infrastructure. Such conflicts can occur during Project construction and/or operation.*

LABOE Response: The proposed Project would be adjacent to Metrolink-owned ROW and include improvements to an existing Los Angeles River access tunnel beneath the existing railroad ROW. The proposed Project is not anticipated to potentially damage any structures or system integrity of tracks or related infrastructure. The proposed Project does not include

work above the railroad ROW as suggested by the comment. Should work be performed in close proximity to railroad ROW or a crane be needed above railroad ROW during construction, the City would consult with Metro.

Comment No. A3-5b

Recommended Mitigation Measure

- i. Technical Review: The City shall submit engineering drawings and calculations, as well as construction work plans and methods including any crane placement and radius, to evaluate any impacts to SCRRA infrastructure in relationship to the Project. Before issuance of any building permit for the Project, the City shall obtain Metro's and SCRRA's approval of final construction drawings.*

LABOE Response: The proposed Project does not require any building permits because the structures will be built in the public right of way. The construction contract would require that construction activities be performed in a manner that will not endanger or interfere with the safe and timely operations of Metro's tracks, its facilities, or the public. The City would be required, prior to beginning construction, submit to Metro detailed plans and specifications for Metro's review and comment for any work over, under, or adjacent to Metro's tracks. Prior to commencing any work on or in close proximity to SCRRA's property, the City's contractor would be required to comply with SCRRA's Track Allocation Work Permit Process. The City's Contractor would also be required to notify SCRRA's Manager, Third Party Coordination, One Gateway Plaza, 16th Floor, Los Angeles California, 90012, Telephone (213) 922-7255, Fax (213) 922-7392 ("Third Party Coordinator") in writing at least five working days prior to commencing any work on or near SCRRA property. The recommended new mitigation measure is not required and project impacts will remain less than significant with mitigation.

Comment No. A3-5c

- ii. Access: Any access to railroad property is strictly at the discretion of Metro and SCRRA. The City shall obtain specific Right-of-Entry temporary access permits from SCRRA for any work performed on the Project's structures or property requiring access to the railroad ROW.*

LABOE Response: The City identified Metro and SCRRA as agencies that potentially could require approvals or permits in Section 1.4 of the Draft EIR. Table ES-1 was revised to reflect the need for a Right-of-Entry from SCRRA should any work require access to railroad ROW.

Comment No. A3-5d

- iii. Construction Monitoring: The City shall permit Metro and/or SCRRA staff to monitor construction activity to ascertain any impact to the ROW. During construction, the City shall construct a protection barrier to prevent objects, material, or debris from falling onto the ROW. The City shall notify Metro and SCRRA of any changes to the construction/building plans that may or may not impact the ROW.*

LABOE Response: The proposed Project is not anticipated to require work above the railroad ROW as suggested by the comment. Therefore, there should be no need to construct

a barrier to prevent objects, material, or debris from falling on railroad ROW. If, for unforeseen circumstances, work occurs over the railroad ROW (e.g., a crane is needed), the construction contract would require that construction activities be performed in a manner that would not endanger or interfere with the safe and timely operations of Metro's tracks, its facilities, or the public. The City would, prior to beginning construction, submit to Metro detailed plans and specifications for Metro's review and comment for any work over, under, or adjacent to Metro's tracks. Prior to commencing any work on or in close proximity to SCRRA's property, the City's contractor would be required to comply with SCRRA's Track allocation Work Permit Process. The City's Contractor would also be required to notify SCRRA's Manager, Third Party Coordination, One Gateway Plaza, 16th Floor, Los Angeles California, 90012, Telephone (213) 922-7255, Fax (213) 922-7392 ("Third Party Coordinator") in writing at least five working days prior to commencing any work on or near SCRRA property.

Comment No. A3-6a

3. *Advisories to City: The City is encouraged to contact Metro Development Review and Metrolink staff early in the design process to plan for potential impacts. The City should also be advised of the following: Occupational Safety and Health Administration (OSHA) Requirements: Construction work in proximity to Metrolink ROW with potential to damage rail tracks and related infrastructure may be subject to additional OSHA safety requirements.*

LABOE Response: The City has coordinated with Metro during the design of the proposed Project, as is evidenced by receipt of comments from Metro on the NOP and the NOA for the Draft EIR. The City is committed to continue to work with Metro during design and project implementation. Construction contractors would be required to comply with all applicable OSHA requirements. The City understand that the construction contract may be required to comply with additional OSHA requirements for work within or in proximity to railroad ROW. The proposed Project has been designed to avoid potentially damaging rail tracks and related infrastructure.

Comment No. A3-6b

- a. *Technical Review: Metro and Metrolink charge for staff time spent on engineering review and construction monitoring.*

LABOE Response: The City looks forward to continuing to work with Metro with the development of the proposed Project and acknowledges that Metro and/or Metrolink may charge for engineering review or construction monitoring should this be needed.

Comment No. A3-6c

- b. *ROW Access: The City should contact SCRRA for Right-of Entry requirements. Information can be found at www.metrolinktrains.com. Other requirements may include permits for construction of buildings and any future repairs, painting, graffiti removal, etc., including the use of overhead cranes or any other equipment that could potentially impact railroad*

operations and safety. Frequent access for maintenance tasks such as graffiti removal, will necessitate an active license agreement. This agreement will include an annual license fee and other requirements that meet safety standards for access to a ROW with active rail operations.

LABOE Response: The City looks forward to continuing to work with Metro on the development of the proposed Project and is aware that Rights-of Entry may be required should work be conducted within SCRRA ROW. Please see the prior responses regarding potential work within or above Metro and SCRRA ROW. There are no proposed Project facilities planned within Metro or SCRRA ROW. Once operational, the Los Angeles Department of Recreation and Parks (RAP) would be in charge of maintaining the proposed Project facilities.

Comment No. A3-6d

c. Cost of Impacts: The City will be responsible for costs incurred by Metro and/or SCRRA due to Project construction/operation issues that cause delay or harm to Metrolink service delivery or infrastructure. The City will also bear all costs for any noise mitigation required for the Project.

LABOE Response: The proposed Project is not anticipated to damage structural and system integrity of the tracks or related infrastructure, nor would the proposed Project disrupt current rail services. In addition, the City would implement and be financially responsible for Best Management Practices and Mitigation Measures to mitigate noise impacts during construction. Noise mitigation from construction activities would be implemented in accordance with **MM-NOI-1**.

Comment No. A3-7

Transit Supportive Planning: Recommendations and Resources Considering the Project's proximity to the future Arts District/6th Street Station, Metro would like to identify the potential synergies associated with transit-oriented development:

1. Transit Supportive Planning Toolkit: Metro strongly recommends that the City review the Transit Supportive Planning Toolkit which identifies 10 elements of transit-supportive places and, applied collectively, has been shown to reduce vehicle miles traveled by establishing community-scaled density, diverse land use mix, combination of affordable housing, and infrastructure projects for pedestrians, bicyclists, and people of all ages and abilities. This resource is available at <https://www.metro.net/projects/tod-toolkit>.

LABOE Response: The City looks forward to continuing to work with Metro to develop the proposed Arts District/Sixth Street Station. The Transit Supportive Planning Toolkit is no longer available on the Metro website provided. Please provide a copy of the toolkit for the City to include in the project record.

Comment No. A3-8a

2. *Transit Connections and Access: Metro strongly encourages the City to install Project features that help facilitate safe and convenient connections for pedestrians, people riding bicycles, and transit users to/from the Project site and nearby destinations. The City should incorporate the installation of such features as part of the Project, including:*
 - a. *Walkability: The provision of wide sidewalks, pedestrian lighting, a continuous canopy of shade trees, enhanced crosswalks with ADA-compliant curb ramps, and other amenities along all public street frontages of the development site to improve pedestrian safety and comfort to access the nearby future Arts District/6th Street Station.*

LABOE Response: The proposed Project (referred to as "Canopy and Objects" concept) seeks a balance of active recreation, passive recreational space, and shade trees. ADA curb ramps would be installed to improve pedestrian safety. The proposed Project would be consistent with Mobility Plan as stated in Table 3.10-2 of the Draft EIR.

Comment No. A3-8b

- b. *Bicycle Use and Micromobility Devices: The provision of adequate short-term bicycle parking, such as ground-level bicycle racks, and secure, access-controlled, enclosed long-term bicycle parking for residents, employees, and guests. Bicycle parking facilities should be designed with best practices in mind, including highly visible siting, effective surveillance, ease to locate, and equipment installation with preferred spacing dimensions, so bicycle parking can be safely and conveniently accessed. Similar provisions for micro-mobility devices are also encouraged.*

LABOE Response: **MM-TRANS-1** requires the City to reserve space for the installation of a mobility hub at the Project Site, including additional amenities for bicyclists, drivers, and transit users. **MM-TRANS-2** requires the City to reserve space for the installation of a Bike Share hub at the Project Site to allow Bike Share participants to dock bicycles and scooters. This space is depicted in Figure 2-15 of the Draft EIR, in the Arts Plaza Site Plan along Mesquit Street.

Comment No. A3-8c

- c. *First & Last Mile Access: The Project should address first-last mile connections to transit and is encouraged to support these connections with wayfinding signage inclusive of all modes of transportation. For reference, please review the First Last Mile Strategic Plan, authored by Metro and the Southern California Association of Governments (SCAG), available on-line at: http://media.metro.net/docs/sustainability_path_design_guidelines.pdf*

LABOE Response: The City looks forward to working with Metro to identify locations for wayfinding signs as part of the proposed Metro Arts District/Sixth Street Project.

Comment No. A3-8d

3. *Wayfinding: Any wayfinding or other signage that includes the Metro brand and/or directs the public to Metro facilities must conform to Metro Signage Standards (including but not*

limited to Metro Standards Chapters 2.0 Graphic Standards, 10.0 Materials and Fabrication Standards, and 12.0 Trailblazing Standards).

LABOE Response: The City looks forward to working with Metro to identify locations for wayfinding signs as part of the proposed Metro Arts District/Sixth Street Project and LA River Path Project.

Comment No. A3-9

In addition to comments contained within the body of this letter, Attachment A contains specific technical comments pertaining to the DEIR [Draft EIR].

Table ES-53: Summary of Environmental Impacts and Mitigation Measures, Mobility Hubs, pg. ES-53:

- *Clarify whether this is planned to be a Metro-branded Mobility (i.e. "Metro Bike") Hub. Also "Bike Share Hub" nomenclature noted under MM-TRANS-2 is confusing. A Bike Share amenity consisting of docking facilities is not normally referred to as a "Bike Share Hub."*

LABOE Response: In accordance with **MM-TRANS-2**, there is space reserved for a bike share hub in the current design of the proposed Project. This bike share hub may but would not necessarily be a Metro Bike Hub that incorporates Metro branding, which would be determined at a later date.

Comment No. A3-10

Table 1-1: Current and Future Development Projects, pg. 1-11:

- *Include Metro Arts District/6th Street Station to table 1-1. The Arts District/6th Street Station is a proposed heavy rail extension and station currently in the planning phase.*

LABOE Response: Thank you for providing additional information regarding the proposed Arts District/Sixth Street Station. Although the City understands that the proposed station is not currently funded, it has been added to the cumulative project list. The City has saved a copy of the NOP for the Arts District/Sixth Street Station in the project folder and welcomes any additional information Metro can provide regarding the proposed Arts District/Sixth Street Station Project.

Comment No. A3-11

2.5 Project Proposed Project Elements, Section 2.5.2 Phase II, pg. 2-13:

- *Ensure that the design of the reinforced concrete planted terraces which may alter the existing banks of the LA River channel will be compatible with the design of the LA River Path alignments.*

LABOE Response: The City looks forward to continuing to work with Metro in the development of the LA River Path. As described in Section 2.8 and the Initial Study, the proposed Project had included construction of a bikeway within the LA River channel bank, adjacent to the proposed Arts Plaza. This project feature was removed during the preparation

of the Draft EIR because Metro is proposing the LA River Path Project. The terraces within the LA River Channel would be designed to accommodate a future path through this area.

Comment No. A3-12

2.7 Project Schedule, pg. 2-16:

- *With the construction phase anticipated to overlap with LA River Path construction activities, coordination between the two projects will be required to ensure that any potential conflicts are minimized, so as to limit any potential cumulative impacts as a result of overlapping construction activities (e.g. truck routes, street closures, emissions, etc.).*

LABOE Response: The City is aware that construction activities for the 8-mile long LA River Path is scheduled to begin in 2023 and is anticipated to be completed prior to 2028. The City welcomes any additional information Metro can provide regarding the proposed construction activities for the LA River Path to ensure any potential conflicts are minimized should the timing of construction activities overlap in the vicinity of the proposed Project.

Comment No. A3-13

Figure 2-15: Arts Plaza Site Plan:

- *The proposed LA River Path alignment alternatives (A, B & C) all provide a connection to Santa Fe Ave via the 6th Street tunnel. The Arts Plaza site plan provides access to the 6th Street tunnel from Santa Fe Avenue via a 4.9% sloping walkway. This walkway runs between a proposed stage and amphitheater seating. The LA River Path project is anticipating significant daily volumes at this access point, so there may be conflicts between PARC users who are there to enjoy performances, and path users attempting to connect to the LA River Path for transportation, utilitarian and recreation purposes. Adequate signage and design features should be implemented to avoid user conflicts. Additionally, the proposed 4.9% walkway should be reduced to 4.5% to account for construction tolerances to avoid exceeding 5% maximum slope.*

LABOE Response: The proposed Project would not exceed a 5% maximum slope. The City would implement controls to facilitate accessibility to the LA River Path during events on a case-by-case basis.

Comment No. A3-14

Table 3.8-3: Remediation Recommendations:

- *Suggest informing Metro of any potentially significant issues and/or new findings that may arise as a result of remediation activities.*

LABOE Response: The Remediation Action Plan would be a publicly available document. The City would share the Remediation Action Plan with Metro when it is finalized.

Comment No. A3-15

3.9 Hydrology and Water Quality, pg. 3.9-26:

- *Suggest coordination between the City and Metro to ensure that the Public Safety Plan related to flooding is compatible with the LA River Path project.*

LABOE Response: The City looks forward to coordinating with Metro on the Public Safety Plan mentioned in **MM-HYDRO-1**. Once the Public Safety Plan is available, the City will share a copy with Metro for review and comment.

Comment No. A3-16

3.14 Recreation and 3.15 Transportation, pg. 3.14-1 and 3.15-1:

- *Consider describing the LA River Path project to acknowledge an increase in future users through West side plaza.*

LABOE Response: The Los Angeles River Bike Path Gap Closure Project (now referred to as the LA River Path Project) was included in the list of cumulative projects in the Draft EIR. The City acknowledges that once constructed, the LA River Path would improve bicycle and pedestrian access to the proposed Project. However, both the LA River Path Project and proposed Project are intended to better serve local users and relieve pressure on existing recreation facilities rather than increase capacity for recreation in the area.

Comment No. A3-17

3.15 Transportation, pg. 3.15-10:

- *In October 2020, Metro adopted the NextGen Bus Plan, which is a major update to Metro Bus service. Many lines have changed or have been consolidated, with significant service changes implemented in June 2021. Recommend reviewing the NextGen Bus Plan and recent service changes to update the discussion of existing transit service. For additional information, see <https://www.metro.net/projects/nextgen/> and <https://mybus.metro.net/>*

LABOE Response: The City appreciates Metro sharing the NextGen Bus Plan (2020) and has updated Metro bus service information in Section 3.15 of the Draft EIR in Section 3.2.11 of the Final EIR.

Comment No. A3-18

3.15 Transportation, pg. 3.15-12:

- *Revise title for Section 3.15.2.3 (“Existing Bike Network”?)*

LABOE Response: The title in Section 3.15.2.3 of the Draft EIR has been changed in accordance with the comment.

Comment No. A3-19

3.15 Transportation, pg. 3.15-40:

- *Recommend revision to MM-TRANS-4 to read as follows: “The City shall reserve space and electrical power as required at the proposed Project Site to ensure access through the Arts*

Plaza or adjacent sidewalk to a future potential Arts District/Sixth Street Metro Station and to provide associated wayfinding signage to this station.

- *The City shall continue to coordinate closely with the Arts District/6th Street Station Metro project team to confirm feasibility of MM-TRANS-4.*
- *Figure 3.15-1: Transportation Facilities: Update name from "LA River Trail Extension" to LA River Path project.*

LABOE Response: Thank you for your comment. The City looks forward to coordinating with Metro to accommodate access to the future Arts District/Sixth Street Metro Station. **MM-TRANS-4** was not updated to reserve electrical power for the proposed Metro Station as that is a separate project, which would require its own metering and utilities. The reference to the LA River Path Project in Figure 3.15-1 of the Draft EIR was updated with latest project name.

Comment No. A3-20

3.16 Utilities and Service Systems, pg. 3.16.5 – 3.16-8:

- *Suggest coordination between the City and Metro to ensure that any applicable utility connections, relocations and undergrounding of utilities, and other utility improvements adjacent to and within the LA River Path corridor does not lead to any potential conflicts and/or issues during future construction activities.*

LABOE Response: BMP-USS-3 was updated to state that the City will coordinate with Metro to ensure that any applicable utility connections, relocations and undergrounding of utilities, and other utility improvements adjacent to and within the LA River Path corridor do not lead to any potential conflicts and/or issues during future construction activities. Coordination between the City and Metro has also been identified in the cumulative impacts chapter for Utilities and Service Systems.

Comment No. A3-21

General:

- *Update name from "Los Angeles River Bike Path Gap Closure Project" to LA River Path throughout the DEIR [Draft EIR] document.*

LABOE Response: The name of the Los Angeles River Bike Gap Closure Project has been updated to LA River Path Project in accordance with the comment.

Comment No. A3-22

- *Consider using temporary banners on construction fences to communicate potential impacts to transit riders.*

LABOE Response: Construction fencing would be used to ensure public safety during construction. Temporary banners would not be needed since there are no anticipated impacts to transit riders. The proposed Project is anticipated to be constructed prior to the completion of the Arts District/Sixth Street Metro Station.

Comment No. A3-23

- *Metro strongly recommends that the project team enlist the services of a professional Environmental Graphic Design consultant to program and develop signage designs for the project.*

LABOE Response: This comment is noted for the record. The comment does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR.

Comment Letter No. A4

Ali Poosti
Division Manager
Wastewater Engineering Services Division
LA Sanitation and Environment
1149 S Broadway 9th floor
Los Angeles, CA 90015

Comment No. A4-1

This is in response to your May 27, 2021 Notice of Availability of a Draft Environmental Impact Report for the proposed Sixth Street Park, Arts, River, and Connectivity Improvements project located at beneath and adjacent to the Sixth Street Viaduct between Mateo Street to the west and the United States Highway 101 to the east, Los Angeles, CA 90021. LA Sanitation, Wastewater Engineering Services Division has received and logged the notification. Upon review, it has been determined the project is unrelated to sewers and does not require any hydraulic analysis. Please notify our office in the instance that additional environmental review is necessary for this project.

LABOE Response: This comment confirms receipt of the Draft EIR from City of Los Angeles Sanitation and Environment. The comment provides background information and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR.

Comment Letter No. P1

Vince Gallo and Frank Gallo
Co-Owners, Rancho Cold Storage, Inc.
670 Mesquit St
Los Angeles, CA 90021

Comment No. P1-1

Thank you for the opportunity to comment on the Draft EIR for the proposed Sixth Street Park, Arts, River & Connectivity Improvements (PARC) Project.

We write to offer our continued support for the park project. By way of background, we are the owners of Rancho Cold Storage, Inc. (RCSI) and two other properties that are located on Mesquit Street between the 6th Street and 7th Street bridges in the City of Los Angeles. Both the PARC Project and the Sixth Street Viaduct Replacement Project include land that we made available to the City through agreements we reached with it.

Our father was employed in what is now known as the "Arts District" of DTLA since 1964 and our family purchased the Rancho Cold Storage business and property in 1985. We are long-term stakeholders in this community.

From 1987 through 1997 we undertook the seismic upgrading under Division 88 of our property along Mesquit Street at substantial expense to our business. At the time there was no "new" construction in our area, and we were the first to invest any significant amount of money into what was then aging infrastructure. We invested 100% of our earnings including taking out seconds on our personal homes to fund the upgrade of our facility. This upgrade included not only the required pinning of floors to walls, but also the replacement of failing brick and mortar walls with new concrete block walls. Many people told us that we were crazy to invest money in an area that at that time was not seeing any new investment. During the 10 years that we were working on our building three new buildings were built on the corner of Jesse street: and Santa Fe Avenue. We have no doubt that our investment in our building was the catalyst for the construction of these three buildings.

During our time as stakeholders, we have also been active members in the community. We have worked with LAFD at our facility to train fire-fighters in the challenges that Cold Storage presents. We are participants in the SRT program through the LADWP [Los Angeles Department of Water and Power] in which we shut down our facility during peak power demand days to provide relief for the power grid. We have also provided \$ 25,000 per year in free storage for the organization that provides and cooks all the food for the Summer Night Lights.

We had the opportunity to sell our property several years ago as property values in the "Arts District" continued to increase. However, due to our legacy in the District and our desire to see a first class project built on our site, we chose to partner on a project and maintain our position as long-term stakeholders.

Our and our partners' project will harmonize with the PARC Project to support the ongoing and future transformation of the Arts District into a vibrant mixed-use community. We have appreciated our coordination with the City on our application submitted in 2017 and as we

anticipate the release of our Draft EIR this summer. As members of RCS VE LLC, the joint venture for development of the 670 Mesquit Project, we are submitting a separate letter discussing that project in relation to the PARC.

LABOE Response: This comment provides background information and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR.

Comment No. P1-2

As the owners of RCSI and other properties adjacent to the PARC, we write to express our desire for continuing coordination to avoid unintentional impacts on our existing uses while we continue to move forward with our entitlements. We request coordination during PARC construction to ensure continued ability to access the 670 Mesquit Street property by way of "Little Mesquit Street" just south of the bridge. Any closure of this access street to our facility will have a negative impact on our ability to service the volume of trucks that we do on a daily basis. We also look forward to reviewing detailed proposals to confirm the proposed PARC Improvements will not interfere with our business's current operations.

LABOE Response: Temporary closures of E 6th St (aka Little Mesquit St) will be required to safeguard the well-being of the public during certain construction activities. It is expected that the closures will be infrequent and for short durations. The City will notify and coordinate with residents as necessary to maintain the functionality of the street as best as possible through a public liaison for construction activities (see MM- NOISE-1).

Comment No. P1-3

Additionally, we want to confirm that the City does not propose modifications to the existing restrictions that exist for on-street parking along Mesquit Street between Jesse Street and the PARC. As agreed with the City and BOE [Los Angeles Bureau of Engineering], truck ingress and egress to RCSI precludes street parking in this area. The current yellow-painted curbs on the portion of Mesquit Street north of Jesse Street should retain their Commercial Loading and Unloading designation as agreed upon with the City and BOE. These items of concern are depicted on an annotated Arts Plaza Site Plan included as Exhibit A.

LABOE Response: The improvements along Mesquit Street are related to the Sixth Street Viaduct Project, which is currently in construction, not the proposed Project. The proposed Project is not anticipated to affect parking along Mesquit Street.

Comment No. P1-4

We also want to ask that the City provide appropriate security for the PARC Project area. Recognizing that much of the PARC consists of passive recreational uses, we would like to work with the City to prevent encampments of unhoused individuals and disturbances from intruding on the public use and enjoyment of the PARC improvements. As landowners and community stakeholders, security in the area is of paramount concern.

LABOE Response: As described in Section 3.13.3.4 of the Draft EIR, the proposed Project plans will be reviewed by the Los Angeles Police Department (LAPD). Once the proposed Project becomes part of RAP jurisdiction, it is anticipated that the police protection services in the proposed Project would be covered by the existing park ranger system and the Memorandum of Understanding (MOU) between LAPD and RAP.

Comment No. P1-5

Finally, we request clarification on the City's plans for the portion of our property surrounding and to the north of the existing power transmission tower, which is located south of the under construction Ribbon of Light Bridge between Mesquit Street and the railroad tracks. We have reviewed the PARC's Draft EIR and it is unclear to us how this area may be used. Thank you in advance for this clarification.

We look forward to discussing these items with the City.

We are very excited about the proposed park improvements and look forward to continuing our collaboration with the City as the design of the PARC moves forward and ensures that existing businesses, such as ours, are protected from unnecessary disruptions.

Thank you for the opportunity to provide our input.

LABOE Response: Chapter 2 of the Draft EIR provides the design for the proposed Project. Figure 2-15 shows the site plan for the Arts Plaza. A maintenance easement would be maintained to access the Sixth Street Viaduct. A portion of the Arts Plaza would be located within the Viaduct Easement area. In addition, there is terracing proposed within the northwest corner of a Maintenance Access Easement area. There are no project features proposed within the Amtrack Easement or the Mesquit Park Option area. In addition, the City would not be acquiring any portion of the Mesquit Park Option area for the proposed Project. The City is designing the proposed Project to avoid impeding on the interest of the 670 Mesquit, and the proposed Project would not conflict with the two monitoring wells within Maintenance Access Easement area.

Comment Letter No. P2

Benjamin Hanelin
Latham & Watkins LLP
355 South Grand Avenue, Suite 100
Los Angeles, CA 90071-1560

Comment No. P2-1

We are writing on behalf of our clients, RCS VE LLC, the joint venture for development of the 670 Mesquit project adjacent to the City's proposed Sixth Street Park, Arts, River & Connectivity Improvements (PARC) Project. Our clients include Frank and Vince Gallo, the property owners of Rancho Cold Storage and of portions of the site proposed for the PARC. Recognizing that our clients have been in the City entitlement process for the 670 Mesquit Project since 2017, we appreciate the opportunity to comment on the Draft EIR for the PARC Project.

In general, we believe the PARC Project and the 670 Mesquit Project are very compatible in intent, and our clients support this major investment to create public recreational space in areas underneath and adjacent to the Sixth Street Viaduct. There are several points of clarification, however, which we respectfully request should be addressed with our clients prior to the Final EIR for the PARC Project.

LABOE Response: Thank you for your support of the proposed Project. This comment provides background information and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR.

Comment No. P2-2

As background, the 670 Mesquit Project contains approximately 1,800,000 square feet of floor area on an approximately 5.45-acre site. The project will provide creative office space, a 236-room hotel, 308 units of multi-family housing (including affordable housing consistent with Measure JJJ standards), general retail uses, restaurants, an event and gallery space, and a gym. The project also includes substantial open space and has the potential to enliven the riverfront between 7th Street and the under construction Sixth Street Viaduct. In addition to landscaped areas, pedestrian passageways and walkways, viewing platforms, above-grade landscaped terraces and pool decks, the project includes an innovative proposal to provide a publicly accessible multi-use deck along the Los Angeles River. This river access harmonizes with the PARC Project.

LABOE Response: This comment provides background information regarding the 670 Mesquit Project and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR.

Comment No. P2-3

As noted above, the PARC Project includes areas owned by our clients ("Park Easement Area"). Frank and Vince Gallo, longtime stakeholders in the Arts District, are making this portion of the PARC Project possible through a prior agreement entered into with the City in connection with

negotiations for construction easements on the Gallos' property for the Sixth Street Viaduct. Under that agreement, the City agreed that the PARC Project shall not "in any way interfere with the Gallos' application for the entitlement of the 670 Mesquit Project...." In addition to the Park Easement, the Gallos also provided easements for the construction, operation, and maintenance of the Sixth Street Viaduct Replacement Project. Our clients' continuing accommodation has contributed greatly to the realization of the PARC Project.

LABOE Response: Thank you for your continual support of the proposed Project. Chapter 2 of the Draft EIR provides the design for the proposed Project. As stated in the response to comment P1-5, Figure 2-15 shows the site plan for the Arts Plaza. A maintenance easement would be maintained to access the Sixth Street Viaduct. A portion of the Arts Plaza would be located within the Viaduct Easement area. In addition, there is terracing proposed within the northwest corner of a Maintenance Access Easement area. There are no project features proposed within the Amtrack Easement or the Mesquit Park Option area. In addition, the City would not be acquiring any portion of the Mesquit Park Option area for the proposed Project. The City is designing the proposed Project to avoid impeding on the interest of the 670 Mesquit, and the proposed Project would not conflict with the two monitoring wells within Maintenance Access Easement area.

Comment No. P2-4

We would like to obtain greater clarity regarding the following points as to the PARC Project.

Limit boundaries to ensure the Project will not interfere with 670 Mesquit. The PARC Project EIR describes that Phase II would include the installation of reinforced concrete planted terraces on up to approximately 20,000 square feet of the west and east banks of the LA River channel. However, these railroad properties are not included in the PARC Project conceptual design that the City has presented to stakeholders. The EIR also depicts the PARC Project Area extending to Seventh Street along the banks of the Los Angeles River. This boundary includes the railroad properties adjacent to our clients' properties, where the 670 Mesquit Project multiuse deck is proposed. The 670 Mesquit Project has recently achieved agreement with Amtrak on an MOU [Memorandum of Understanding] for the necessary rights to construct over the Amtrak property. We would like to ensure that Phase II of the PARC Project will not interfere with the 670 Mesquit Project or the proposed deck, which is a significant public benefit.

LABOE Response: Chapter 2 of the Draft EIR provides the design for the proposed Project. Figure 2-3 of the Draft EIR shows the project limits for the proposed Project as was provided in the Initial Study (IS). Section 2.8 of the Draft EIR identifies design changes to the proposed Project since the Sixth Street PARC NOP/IS. These changes include removing the proposed bikeway within the Los Angeles River Channel from Fourth Street to Seventh Street. Removing the bikeway reduced the in-river work to that depicted in Figure 2-3 (Project Site) and Figure 2-6 (River Channel Site Plan). Figure 2-6 depicts the proposed location of terracing along the banks of the Los Angeles River during Phase II of the proposed Project. Although Phase I would include improvements to an existing access tunnel under railroad right-of-way. Phase II does not include any work within railroad right of way. The City would coordinate with Metro and SCRRA should any work be conducted above or immediately adjacent to

Metro-owned ROW (e.g., for a crane) during construction. The construction contract would also require that construction activities be performed in a manner that would not endanger or interfere with the safe and timely operations of Metro's tracks, its facilities, or the public, including the 670 Mesquit Project. Phase II would consist of constructing terraces within the Los Angeles River Channel, above the ordinary high-water mark, and should not conflict with the proposed multiuse deck from the 670 Mesquit Project, which appears to be located outside the Los Angeles River Channel.

Comment No. P2-5

Include Sixth Street Metro Station. We would like to request that the Sixth Street Metro Station be included in the PARC Project plans. The Arts District/6th Street Station Project Notice of Preparation was recently released, identifying a location adjacent to the PARC Project and 670 Mesquit. However, the PARC Project does not fully embrace the potential synergies between the Arts District/6th Street Station Project, the 670 Mesquit Project, and the PARC Project. We appreciate that MM-TRANS-4 would reserve space to accommodate access to the future station, and we respectfully request that additional analysis and commitment be made now to reflect the proposed new station in the PARC Project plans. We also look forward to continuing discussions with Metro and you regarding how the Arts District/6th Street Station will be integrated with both the PARC and the Mesquit Project.

LABOE Response: Metro's Sixth Street/Arts District Station and the 670 Mesquit Project are not part of the proposed Project and would be largely constructed outside the boundaries of the proposed Project. These projects are included in the cumulative projects list. The City looks forward to continuing to work with Metro and the 670 Mesquit project teams as these projects move forward.

Comment No. P2-6

Clarify shared uses for portions of the Park Easement Area. As noted above, our clients have an agreement with the City whereby the City has the option to obtain the Park Easement Area, subject to our clients retention of rights to continue to use that area. Specifically, we are concerned with a potential inconsistency between the PARC Project conceptual design and the 670 Mesquit Project. The 670 Mesquit Project proposes to use some of the Park Easement Area for the project's groundwater retention wells, as depicted on the attached LID [Low Impact Development] Drywells Layout Diagram. The diagram is based on LID volume calculations and preliminary drywell sizing analysis. As site storm drainage design continues, we look forward to coordinating with the PARC design team to take these retention wells into account to avoid any interference.

LABOE Response: Please see Responses to Comments P1-5 and P2-3. The City would not be acquiring the Park Option area and would not be impeding on the interest of the 670 Mesquit Project. The City is designing the proposed Project to avoid conflicting with the monitoring wells within the Maintenance Access Easement area depicted in the figure that was enclosed in your letter.

Comment No. P2-7

Confirm security plans for Park Easement Area. The 670 Mesquit Project will ensure that appropriate security is provided onsite, and it is important that the same commitment is provided by the City for the adjacent PARC, including the Park Easement Area. Recognizing that the Park Easement Area consists of passive recreational uses, if not correctly programmed and adequately funded for proper security and enforcement, the area could become problematic. Accordingly, we would like to request coordination with respect to the City's plan to address potential encampments of unhoused individuals and security issues. In particular, we would like to understand plans for the security of the proposed amphitheater.

LABOE Response: As described in Section 3.13.3.4 of the Draft EIR, the proposed Project plans will be reviewed by LAPD. Once the proposed Project becomes part of RAP jurisdiction, it is anticipated that the police protection services within the boundaries of the proposed Project would be covered by the existing park ranger system and a MOU between LAPD and RAP.

Comment No. P2-8

Ensure appropriate mitigation for potential traffic and parking impacts associated with the PARC Project. What is being proposed with respect to traffic management and/or transportation enhancement? What has been done to ensure adequate parking for visitors to the PARC Project?

Thank you very much for your time and attention. Our clients look forward to ongoing coordination between the PARC Project and 670 Mesquit Project.

LABOE Response: Impacts to transportation is discussed in Section 3.15 of the Draft EIR, Transportation, and in the Traffic Impact Analysis (Kimley-Horn and Associates, Inc., 2019a) and Parking Demand Analysis (Kimley-Horn and Associates, Inc., 2019b), which were prepared for the proposed Project. Mitigation measures for potential transportation impacts are provided Section 3.15 of the Draft EIR. The City looks forward to continuing to coordinate with RCS VE LLC in the development of the proposed Project.

Comment Letter No. P3

Mia Lehrer
President, Studio MLA
251 South Mission Road
Los Angeles, CA 90033

Comment No. P3-1

As owners and stakeholders within a 5 mile radius of the park, we appreciate the improvements being proposed for this project. Without having time to really study the documents in the EIR, I would be interested to uncover why the design is so complex. One can assume it is based on the community's aspirations for the project.

LABOE Response: As described in Section 1.3.2 of the Draft EIR, the proposed Project design was based on input received from community members through site tours, small focus groups, six large community meetings, public scoping meetings, small group meetings, and a community survey. The proposed Project (referred to as "Canopy and Objects" concept) seeks a balance of active recreation, passive recreational space, and shade trees. This concept was overwhelmingly preferred by the local community members over the other proposed alternatives.

Comment No. P3-2

It would be interesting to know what the acoustical factors are given the performance stage located under the viaduct.

LABOE Response: Operational noise associated with performances are available for review in Section 3.11 of the Draft EIR and the Noise Impact Assessment (Ambient, 2019) that was prepared for the proposed Project.

Comment No. P3-3

We would appreciate notifications as we are located within a mile of the park, we are land owners and 20 of us are residents within a 5 mile radius. We received a notification two days after the meeting on July 14. We look forward to meaningful participation by our team in the future.

LABOE Response: Section 15087 of the CEQA Guidelines provides the notification requirements for Draft EIRs. Section 15087(a) requires notifying organizations and individual who previously requested notice and either publication in a newspaper of general circulation, posting notice on or off site, or direct mailing to owners and occupants of properties contiguous (i.e., sharing a common border) to the proposed Project. Section 150897(a) does not preclude the lead agency from providing additional notices by other means. The City posted the Notice of Availability and Notice of Public Hearing for the Draft EIR in the LA Times, DTLA News, and *La Opinion*. In addition, a 2,000-foot radius from the proposed Project's disturbance limits was used to notify property owners and occupants and

3,684 notices were mailed. Studio-MLA has been included in the project mailing list and will receive any future public notices regarding the status of the EIR.

Public Meeting Comments

Virtual Meeting was held at
July 14, 2021 at 6:30 PM

Comment No. T1

Will Metro have a bike station?

LABOE Response: **MM-TRANS-1** requires the City to reserve space for a mobility hub at the Project Site, including additional amenities for bicyclists, drivers, and transit users. **MM-TRANS-2** requires the City to reserve space for a Bike Share hub at the Project Site to allow Bike Share participants to dock bicycles and scooters. This space is depicted in Figure 2-15 of the Draft EIR, in the Arts Plaza Site Plan along Mesquit Street.

Comment No. T2

The only question I had, you know, in this design, are we still taking into consideration the future Sixth Street Stop in terms of on the west side of the flood control and on the south side of the Sixth Street Bridge?

LABOE Response: The City looks forward to coordinating with Metro on the Sixth Street/Arts District Station location once they have identified a preferred site. That project is currently undergoing an environmental review process, so the site has not yet been identified.

Comment No. T3

This seems like a disappointing lack of green space in a heavily built up area, yet consideration for the river entrance has not even been drafted. Where might progress on some natural space be undertaken?

LABOE Response: As described in Section 1.3.2, the City designed the proposed Project based on input received from community members through site tours, small focus groups, six large community meetings, public scoping meetings, small group meetings, and a community survey. The proposed Project (referred to as "Canopy and Objects" concept) seeks a balance of active recreation, passive recreational space, and shade trees. As described in Section 4 other alternatives were considered in the preparation of the Draft EIR, including a Nature Focused Alternative.

The proposed Project includes 2.88 acres of landscaping and incorporates 328 new trees. The detailed design for Project Phase II, which includes the park entrance, is due to be released in the near future.

Comment No. T4

Does the City plan to, over time, turn the river into a usable park?

LABOE Response: As described in Section 2.5.2 of the Draft EIR, Phase II of the proposed Project includes constructing terraces within the LA River Channel. The proposed Project would also include improvements to an existing tunnel to improve access to the LA River. There are other projects that are currently being proposed that would further encourage recreational activities within the LA River Channel in the vicinity of the proposed Project, namely Metro's LA River Path Project.

Comment No. T5

Can we request a pickleball court?

LABOE Response: The comment requests a project feature be added to the park (i.e., pickleball court) and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR. As described in Section 1.3.2, the City developed the proposed Project elements based on community input that was received through site tours, small focus groups, six large community meetings, public scoping meetings, small group meetings, and a community survey.

Comment No. T6

I live close to the bridge, and I just -- you know, we have a lot of problems with the homeless crisis and also a lack of maintenance departments. For example, sanitation, we don't have street sweeping on our major streets, and our trashcans are constantly overflowing. We don't have sufficient city services.

And how are you guys are going to help us to keep it clean at the park? Because we already have a problem with things being maintained as it is.

LABOE Response: Maintenance of proposed Project facilities would be conducted by RAP once the proposed Project becomes operational.

Comment No. T7

My name is Lori Atwater, and I live on Clarence Street and 1st, which is about four blocks from the site. So my question is that during the preliminary design phase, I raised the request that the EIR incorporate study of the surrounding homeless population and how the Sixth Street Bridge Project would impact that population. It's substantial.

And I was told at the time by a city engineer that incorporating homelessness or that that wasn't a component of the housing element. And so my question is: how will the impacts to the existing homeless population be mitigated during and after construction of the Sixth Street Bridge?

LABOE Response: In response to the comments received during public scoping, a discussion of homeless populations was included in Section 3.12.2.4. As described in Section 3.12.3.1, the City is focused on ensuring that landlords and tenants are aware of their rights and responsibilities under the Rent Stabilization Ordinance (RSO) and that the ordinance is being adequately enforced. In the long-term, the City is actively building its Affordable Housing Trust Fund, evaluating land use tools that can help create and preserve affordable housing,

and providing RSO exemptions for newly constructed housing that includes at least 20 percent affordable housing units (Ordinance No. 184873).

Comment No. T8

Awesome. Thank you so much. I also live in Boyle Heights, and, you know, there are concerns about homeless people, but also I would say that hopefully things can stay culturally appropriated as well. I did see the presentation that you made, and it was wonderful. It looked beautiful.

And I know that, you know, there's, like, a push to try to have a little Tokyo area renamed as the Arts District, right? It's, like, a new thing, but I would like to hopefully see some reference to, at least, you know, Little Tokyo, Japanese culture, especially on that side of the bridge and then closer to us.

You know, I'm not sure what they're calling Boyle Heights. Maybe a continuation of the Arts District, but, you know, the culture here is very Chicano, is very Mexican-American, very Latino, and hopefully there's some kind of, you know, cultural aspect to making sure that the area fits in with that, right?

It looked gorgeous, and I also would echo what Veta said regarding cleanliness, because, you know, we do have a lot of parks in Boyle Heights, like, Hollenbeck Park, which is another beautiful park, but maintenance is an issue. And sometimes, you know, ourselves, the community, especially Veta and her project. She runs a project that's completely voluntary and sometimes it ends up being on our shoulders as residents of Boyle Heights.

So we hope that, you know, that can be addressed as well as, you, just like safety. We don't want there to be cops called because a lot of issues do revolve around the cops and, especially, in Boyle Heights with police brutality. But, yeah, I hope that this stays within the community and the public, and it appeals to us. Thank you.

LABOE Response: As described in Section 1.3.2, the City designs for the proposed Project are based on input received from community members through site tours, small focus groups, six large community meetings, public scoping meetings, small group meetings, and a community survey. The proposed Project (referred to as "Canopy and Objects" concept) seeks a balance of active recreation, passive recreational space, and plenty of shade trees. Maintenance of proposed Project facilities, including the collection of solid waste, would be conducted by RAP once the proposed Project becomes operational.

Comment No. T9

Hi, everyone. Thank you very much for having this meeting today, and my name is Malissa Strong, and I'm actually the past president of the Boyle Heights Historical Society. And do I -- and was actually doing meetings about the Viaduct Project early on and was very pleased to be in the meeting when they decided to make it a contest to get this incredibly dynamic project that's in progress right now.

I guess, my question is about -- it's really about equity, right? I mean, it's become in many ways this sort of east versus west side in terms of what the park will look like. And I'm the one who wrote about pickleball. I like pickleball.

And I know a lot of questions are about -- I live literally across the street from Hollenbeck Park and the homeless population, and the issues regarding that community are complicated and contentious, as many people know. And so I don't know if there is any easy answers about that, and for a city the size of Los Angeles, there aren't real answers about how that will be mitigated.

But, I guess, my bigger issue is that whatever we see in the end, that there is parity on both sides. My neighbor's dog is barking. I'm sorry. Parity about how the park is going to look in terms of programming, in terms of infrastructure, in terms of activity and that's actually my biggest concern.

But I am very pleased about the conduct and the construction of the bridge. I see it daily because I can -- you know, I can actually literally walk from my home or drive by and see the construction progress, and it's great. And it's very commendable the efforts that have been made on the part of the organizations and the architects and the construction crews that are working on it.

And then, like, we'd like to see that continue on through programming and infrastructure after completion. Thank you very, very much, Staff and Council people for your attention to this.

LABOE Response: As described in Section 1.3.2, the City designed the proposed Project based on input received from community members through site tours, small focus groups, six large community meetings, public scoping meetings, small group meetings, and a community survey. The proposed Project (referred to as "Canopy and Objects" concept) seeks a balance of active recreation, passive recreational space, and plenty of shade trees. This includes park elements in both East Park and West Park/Arts Plaza and River Gateway.

The Bureau of Engineering, which is overseeing the construction of the Sixth Street Viaduct, will also be overseeing the construction of the proposed Project.

Regarding impacts to nearby populations that are experiencing homelessness, Chapter 3.12 of the Draft EIR addresses the existing condition of homelessness in the area. Los Angeles Homeless Services Authority has been identified as a point of contact to ensure that homeless populations in the vicinity of the proposed Project are connected to services. Table 3.12-7 in the Draft EIR also identifies resources and facilities within 2 miles of the proposed Project area that serve homeless populations through housing, advocacy, career support, recovery and rehabilitation, legal and educational support, and more.

This page intentionally left blank.

Chapter 3

Revisions, Clarifications, and Correction of the Draft Environmental Impact Report

3.1 Introduction

This section of the Final Environmental Impact Report (EIR) provides changes to the Draft EIR for the Sixth Street PARC Project (proposed Project) that have been made to revise, clarify, or correct the EIR. Such changes are a result of public and agency comments received in response to the Draft EIR and/or additional information that has become available since publication of the Draft EIR. The changes described in this Section do not result in the proposed Project creating any new or increased significant environmental impacts.

This section is divided into two parts: Section 3.2, Corrections and Additions to Draft EIR sections, and Section 3.3, Effect of Corrections and Revisions. Texts that is underline indicates added text. Text that is struck out indicates deleted or removed text.

3.2 Corrections and Additions to Draft EIR Sections

3.2.1 Executive Summary

The City has identified minor changes to the Project Description due to budget or engineering constraints. Executive Summary, Proposed Project Summary, on page ES-1, revise the second paragraph as follows:

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.

- **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~~ mister pad, 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.

The Sixth Street Viaduct Replacement Project is now anticipated to be completed prior to implementing the proposed construction of the proposed Project. Executive Summary, Project Schedule, on page ES-3, revise the second paragraph as follows:

Construction and maintenance would be coordinated with the Sixth Street Viaduct Replacement Project ~~to the greatest extent feasible as needed 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, and it is not anticipated that the Project and the Viaduct Replacement Project would be constructed at the same time.

Executive Summary, Proposed Project Summary, Required Approvals, Table ES-1, Required Permits, Approvals, and Permission, starting on page ES-3, add the following table row under “State”:

<p><u>California Department of Transportation (Caltrans)</u></p>	<p><u>Encroachment permit for East Park</u> <u>Caltrans Transportation Permit for transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways</u></p>
--	--

Executive Summary, Proposed Project Summary, Required Approvals, Table ES-1, Required Permits, Approvals, and Permission, starting on page ES-3, update the following table row under “Regional”:

<p>Los Angeles County Metropolitan Transit Authority</p>	<p>Any applicable permits, <u>including Right-of-Entry (ROE), should any work require access to a railroad right-of-way (ROW)</u> Coordination related to public transit, bikeways, and adjacent facilities</p>
--	---

Executive Summary, Proposed Project Summary, Required Approvals, Table ES-1, Required Permits, Approvals, and Permission, starting on page ES-3, update the following table row under “Local”:

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 <u>ROE, should any work require access to a railroad ROW</u>
---	--

Executive Summary, Summary of Impacts and Environmental Measures, Table ES-4: Best Management Practices, on page ES-57, update **BMP-AES-2: Construction Staging and Construction Staging Area** as follows:

Construction staging shall be coordinated with the construction and maintenance of the Viaduct Replacement Project as needed; 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.

Executive Summary, Summary of Impacts and Environmental Measures, Table ES-4: Best Management Practices, on page ES-65, update **BMP-LAND-2: Coordination with Viaduct Replacement Project** as follows:

Any necessary land use entitlements shall be secured prior to the start of construction activities, and shall be coordinated with construction and maintenance of the Viaduct Replacement Project as needed.

3.2.2 Introduction

Chapter 1, Section 4, Responsible and Trustee Agencies and Project Approvals, starting on page 1-7, include the following bullet point:

- California Department of Transportation

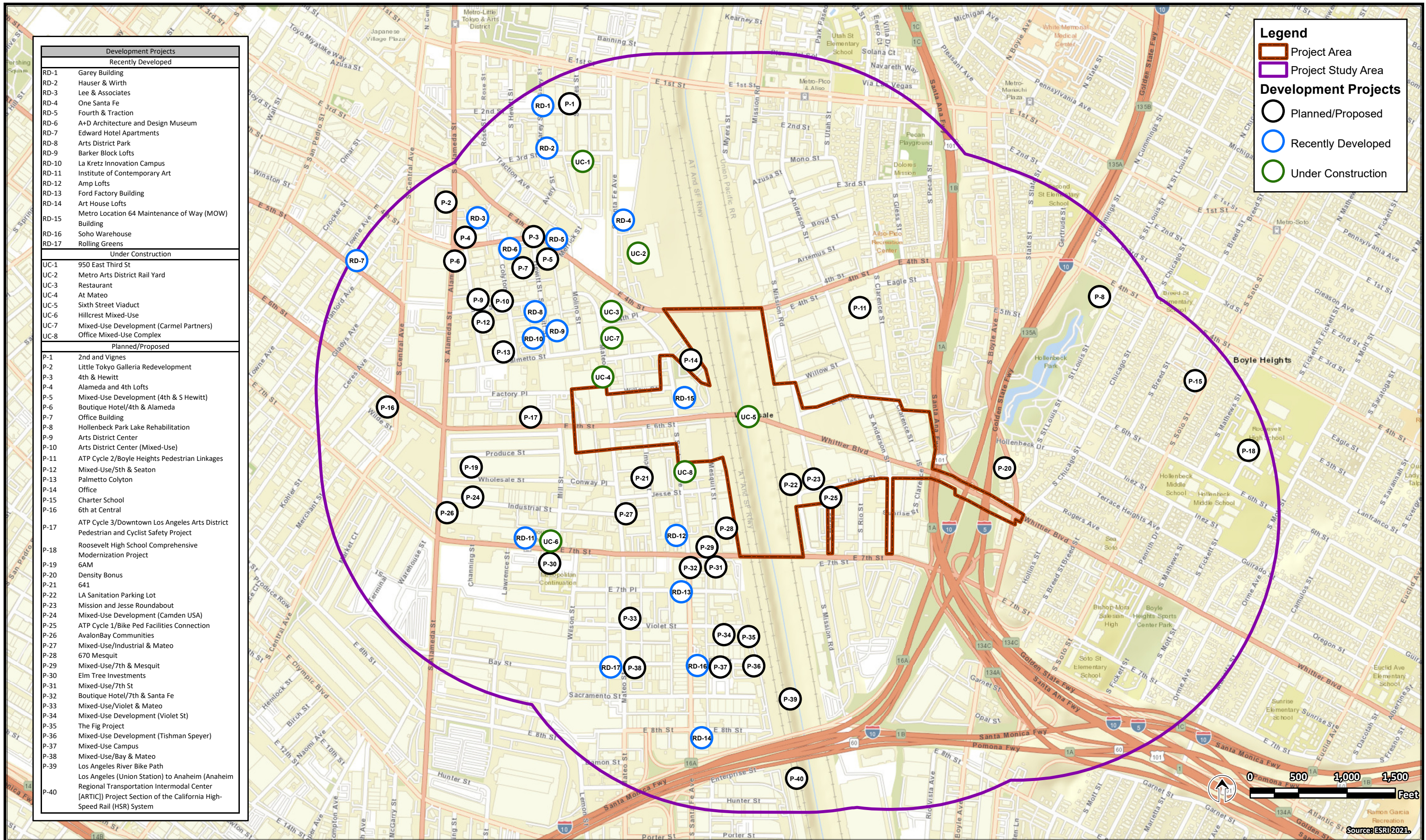
Chapter 1, Section 7, Key Principles, Subsection 2, Reliance on Environmental Thresholds and Substantial Evidence, Table 1-1, Current and Future Development Projects, starting on page 1-14, update table row P-39 as follows:

P-39	Los Angeles River Bike Path Gap Closure <u>Path Project</u>	Along LA River from Elysian valley through Downtown Los Angeles to the City of Vernon	8-mile extension of existing segments of the 32-mile greenway proposed in the Los Angeles River Revitalization Master Plan
------	---	---	--

Chapter 1, Section 7, Key Principles, Subsection 2, Reliance on Environmental Thresholds and Substantial Evidence, Table 1-1, Current and Future Development Projects, starting on page 1-14, add table row P-41 as follows:

<u>P-41</u>	<u>Metro Arts District/Sixth Street Station</u>	<u>Trackwork between Fourth Place and Seventh Street along the LA River; Proposed Station between Mesquit and Seventh Street</u>	<u>Proposed heavy rail extension and station currently in the planning phase</u>
-------------	---	--	--

Chapter 1, Section 7, Key Principles, Subsection 2, Reliance on Environmental Thresholds and Substantial Evidence, Figure 1-2, Development Projects, starting on page 1-16, add P-41, Metro Arts District/Sixth Street Station, to the figure:



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

FIGURE 1-2: DEVELOPMENT PROJECTS
Sixth Street PARC Project

This page intentionally left blank.

3.2.3 Project Description

Chapter 2, Project Description, Section 5, Proposed Project Elements, Subsection 1, Phase I, General Park Elements, on page 2-3, update the following sentences as follows:

- Connectivity improvements, which may include, but are not limited to, a continental crosswalk on Santa Fe Avenue with a pedestrian activated crosswalk signal, which is also part of the separate ATP-3 project, a continental crosswalk on Mission Road with rectangular rapid flashing beacons, and speed tables/raised crosswalks with solar powered rectangular rapid flashing beacons at South Clarence Street*, ~~Mission Road~~ and South Anderson Street;
- Stormwater infrastructure improvements, which would include proposed stormwater drainage systems that would capture runoff from the Project Site and tributary Viaduct areas, route stormwater to structural and LID best management practices (BMP) (e.g., ~~hydrodynamic separators proprietary vaults with media filled cartridges~~, catch basin filter inserts, incidental infiltration during sheet flow and within localized vegetated basins, and below-grade capture and use systems), and discharge to existing stormwater drainage facilities that drain to the LA River.

Chapter 2, Project Description, Section 5, Proposed Project Elements, Subsection 1, Phase I, East Park, on page 2-4, update the following sentences as follows:

- Adult-sized flexible sports court for basketball, futsal, and volleyball
- ~~Splash pad with outdoor shower~~ Mister pad

Chapter 2, Project Description, Section 5, Proposed Project Elements, Subsection 1, Phase I, West Park, on page 2-4, update the following sentences as follows:

- ~~Small dog and large dog play areas~~ Dog play area

Chapter 2, Project Description, Section 7, Project Schedule, on page 2-8, update the following sentences as follows:

The proposed Project would include two construction phases. Construction of Phase I would begin ~~at or near~~ after the completion of the Viaduct Replacement Project. The Viaduct construction is expected to be completed by mid-2022 ~~but is subject to change, and construction of the Viaduct Replacement Project would not conflict with construction of the Project.~~

3.2.4 Aesthetics

Chapter 3, Environmental Impact Analysis, Section 1, Aesthetics, Subsection 4, Environmental Impact Analysis, Subsection 4, Construction Impacts, on page 3.1-18, update the first paragraph as follows:

The Project Area is in an urbanized area that includes the following land use designations: Limited Industrial (zoned M1), Light Industrial (zoned M2), Heavy Industrial (zoned M3),

Open Space (zoned OS) within the LA River, and Public Facilities (zoned PF). In addition, the entire Project Area west of U.S. 101 is zoned RIO. Los Angeles zoning code and regulations would not prohibit any of the proposed construction activities. Staging during construction of the proposed Project would be coordinated as needed with the construction and maintenance of the Viaduct Replacement Project; therefore, the proposed Project would not require the additional use or acquisition of public space for equipment and vehicles.

Chapter 3, Environmental Impact Analysis, Section 1, Aesthetics, Subsection 5, Best Management Practices, on page 3.1-26, update **BMP-AES-2: Construction Staging and Construction Staging Area** as follows:

Construction staging shall be coordinated with the construction and maintenance of the Viaduct Replacement Project as needed; 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.

3.2.5 Air Quality

Chapter 3, Environmental Impact Analysis, Section 2, Air Quality, Subsection 3, Environmental Impact Analysis, on page 3.2-5, update Table 3.2-4: Construction Emissions without Mitigation as follows:

Table 3.2-4: Construction Emissions without Mitigation

Construction Activity	Emissions (lbs/day) ^{1,3}					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Asphalt Demolition	<u>2.8</u>	<u>25.4</u>	<u>29.8</u>	0.0	<u>1.6</u>	<u>1.2</u>
Site Preparation & Material Export	<u>1.9</u>	<u>35.6</u>	<u>13.8</u>	<u>0.0</u>	<u>10.4</u>	<u>4.9</u>
Site Preparation & Material Import	<u>2.6</u>	<u>35.9</u>	<u>26.0</u>	0.1	<u>9.6</u>	<u>5.0</u>
Grading & Excavation	<u>2.9</u>	<u>28.3</u>	<u>32.0</u>	<u>0.0</u>	<u>7.3</u>	<u>2.1</u>
Park & Infrastructure Construction	<u>3.1</u>	<u>21.4</u>	<u>28.9</u>	0.0	<u>5.5</u>	<u>1.8</u>
Paving	<u>2.8</u>	<u>17.6</u>	<u>19.4</u>	0.0	<u>1.2</u>	<u>0.8</u>
Utility Installation	<u>1.3</u>	<u>12.8</u>	<u>14.1</u>	0.0	<u>1.0</u>	<u>0.7</u>
Building Construction	<u>2.8</u>	<u>12.9</u>	<u>33.2</u>	<u>0.1</u>	<u>6.0</u>	<u>2.0</u>
In-River Terracing	<u>3.8</u>	<u>40.3</u>	<u>41.9</u>	0.1	<u>3.6</u>	<u>2.0</u>
Maximum Daily Emissions ² :	<u>8.3</u>	<u>110.8</u>	<u>81.6</u>	<u>0.1</u>	<u>23.6</u>	<u>11.9</u>
SCAQMD Daily Significance Daily Thresholds:	75	100	550	150	150	55
Exceeds Daily Significance Thresholds?	No	Yes	No	No	No	No

1. Emissions were quantified using the CalEEMod, v2016.3.2 v2020.4.0, computer program. Includes onsite and offsite sources. Does not include reductions in fugitive dust associated with compliance with SCAQMD's Rule 403. VOC and ROG emissions were considered equivalent. Totals may not sum due to rounding.

2. Maximum daily emissions assume site preparation, material import and export, and in-river terracing could potentially occur simultaneously on any given day. Maximum daily emissions exceeding SCAQMD significance thresholds depicted in bold font.

3. Includes EMFAC Off-Model Adjustment Factors to account for SAFE Vehicle Rule Part One.

lbs/day = pounds per day; VOC = volatile organic compound; NOX = oxides of nitrogen; CO = carbon monoxide; SOX = sulfur oxides; PM10 = respirable particulate matter (10 micrometers or less); PM2.5 = fine particulate matter (2.5 micrometers or less)

Refer to the Air Quality and Greenhouse Gas Impact Assessment (AMBIENT Air Quality & Noise Consulting, 2019) and the Updated Construction Emissions Modeling Analysis for the City of Los Angeles Sixth Street Park, Arts, River & Connectivity Project (AMBIENT Air Quality & Noise Consulting, 2021) prepared for the proposed Project for emissions modeling assumptions and results.

Chapter 3, Environmental Impact Analysis, Section 2, Air Quality, Subsection 3, Environmental Impact Analysis, on page 3.2-6, update Table 3.2-5 as follows:

Table 3.2.5: Construction Emissions with Mitigation

Construction Activity	Emissions (lbs/day) ^{1,3}					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Asphalt Demolition	0.9	5.7	29.9	0.0	0.5	0.2
Site Preparation & Material Export	0.8	24.2	14.2	0.1	5.8	2.3
Site Preparation & Material Import	0.9	14.5	27.0	0.1	4.4	1.9
Grading & Excavation	0.7	3.2	33.6	0.0	3.1	0.4
Park & Infrastructure Construction	1.5	3.8	34.5	0.1	3.6	0.9
Paving	1.9	3.5	25.0	0.0	0.4	0.1
Utility Installation	0.3	1.3	14.5	0.0	0.2	0.1
Building Construction	2.2	6.1	37.5	0.1	5.7	1.6
In-River Terracing	1.1	6.4	47.8	0.1	0.9	0.3
Maximum Daily ² :	2.8	45.1	89.1	0.2	11.2	4.5
SCAQMD Significance Thresholds:	75	100	550	150	150	55
Exceeds Thresholds?	No	No	No	No	No	No

1. Emissions were quantified using the CalEEMod, v2016.3.2 v2020.4.0, computer program. Includes the use of off-road equipment meeting Tier 4 emissions standards and compliance with SCAQMD's Rule 403. VOC and ROG emissions were considered equivalent. Totals may not sum due to rounding.

2. Maximum daily emissions assume some activities, including site preparation, material import and export, and in-river terracing could potentially occur simultaneously on any given day.

3. Includes EMFAC Off-Model Adjustment Factors to account for SAFE Vehicle Rule Part One.

lbs/day = pounds per day; VOC = volatile organic compound; NOX = oxides of nitrogen; CO = carbon monoxide; SOX = sulfur oxides; PM10 = respirable particulate matter (10 micrometers or less); PM2.5 = fine particulate matter (2.5 micrometers or less)

Refer to the Air Quality and Greenhouse Gas Impact Assessment (AMBIENT Air Quality & Noise Consulting, 2019) and the Updated Construction Emissions Modeling Analysis for the City of Los Angeles Sixth Street Park, Arts, River & Connectivity Project (AMBIENT Air Quality & Noise Consulting, 2021) prepared for the proposed Project for emissions modeling assumptions and results.

Chapter 3, Environmental Impact Analysis, Section 2, Air Quality, Subsection 3, Environmental Impact Analysis, on page 3.2-8, update Table 3.2-6 as follows:

Table 3.2-6: On-Site Construction Emissions

Construction Activity	Emissions (lbs/day) ¹					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Asphalt Demolition	<u>0.8</u>	<u>5.2</u>	<u>28.9</u>	<u>0.0</u>	<u>0.2</u>	<u>0.2</u>
Site Preparation & Material Export	<u>0.1</u>	<u>0.8</u>	<u>8.5</u>	<u>0.0</u>	<u>2.6</u>	<u>1.3</u>
Site Preparation & Material Import	<u>0.4</u>	<u>1.8</u>	<u>22.6</u>	<u>0.0</u>	<u>2.6</u>	<u>1.3</u>
Grading & Excavation	<u>0.5</u>	<u>2.3</u>	<u>32.2</u>	<u>0.0</u>	<u>2.6</u>	<u>0.2</u>
Park & Infrastructure Construction	<u>0.6</u>	<u>2.5</u>	<u>25.7</u>	<u>0.0</u>	<u>0.6</u>	<u>0.1</u>
Paving	<u>1.8</u>	<u>2.1</u>	<u>23.9</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Utility Installation	<u>0.2</u>	<u>1.0</u>	<u>13.9</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Building Construction	<u>0.7</u>	<u>4.4</u>	<u>21.2</u>	<u>0.0</u>	<u>0.2</u>	<u>0.2</u>
In-River Terracing	<u>0.8</u>	<u>3.4</u>	<u>44.6</u>	<u>0.1</u>	<u>0.0</u>	<u>0.0</u>
Maximum PARC Construction Emissions ² :	<u>1.3</u>	<u>5.9</u>	<u>75.7</u>	<u>0.1</u>	<u>5.2</u>	<u>2.7</u>
Sixth Street Viaduct Construction Emissions ⁴ :	15.8	124.1	80.4	--	6.4	5.7
Total PARC Project and Sixth Street Viaduct Construction Emissions:	<u>17.1</u>	<u>130</u>	<u>156.1</u>	<u>0.1</u>	<u>11.6</u>	<u>8.4</u>
SCAQMD Localized Significance Thresholds ² :	None	108	827	None	43	10
PARC Project Construction Emissions Exceeds Thresholds?	-	No	No	-	No	No
Total PARC Project and Sixth Street Viaduct Project Construction Emissions Exceeds Thresholds?	-	Yes	No	-	No	No

1. Emissions were quantified using the CalEEMod, v2016.3.2 v2020.4.0, computer program. Includes the use of off-road equipment meeting Tier 4 emissions standards and compliance with SCAQMD's Rule 403. VOC and ROG emissions were considered equivalent. Totals may not sum due to rounding.

2. Maximum daily emissions assume some activities, such as material import and export, could occur simultaneously on any given day.

3. LSTs are based on a two-acre site with sensitive receptors located at 100 meters for PM₁₀ and PM_{2.5} and 25 meters for NO_x and CO.

4. Refer to the Air Quality and Greenhouse Gas Impact Assessment (AMBIENT Air Quality & Noise Consulting, 2019) and the Updated Construction Emissions Modeling Analysis for the City of Los Angeles Sixth Street Park, Arts, River & Connectivity Project (AMBIENT Air Quality & Noise Consulting, 2021) prepared for the proposed Project for emissions modeling assumptions and results.

Chapter 3, Environmental Impact Analysis, Section 2, Air Quality, Subsection 7, Cumulative Impacts, on page 3.2-16, update the first and second sentences of the second paragraph as follows:

~~In addition, some portions of the Viaduct Replacement Project may still be under construction during construction of the proposed Project. Construction activities associated with the Viaduct Replacement Project likely to occur during proposed Project construction include construction of the main spans, sidewalks, barriers, and railings, as well as roadway surface demolition and reconstruction.~~

Chapter 3, Environmental Impact Analysis, Section 2, Air Quality, Subsection 7, Cumulative Impacts, on page 3.2-16, update Table 3.2-9: Cumulative On-Site Construction Emissions as follows:

Table 3.2-9: Cumulative On-Site Construction Emissions

Construction Activity	Emissions (lbs/day) ¹					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Total Proposed Project Construction Emissions ²	<u>1.3</u>	<u>5.9</u>	<u>75.7</u>	<u>0.1</u>	<u>5.2</u>	<u>2.7</u>
Viaduct Construction Emissions ⁴	15.8	124.1	80.4	--	6.4	5.7
Total Proposed Project and Viaduct Construction Emissions	<u>17.1</u>	<u>130</u>	<u>156.1</u>	<u>0.1</u>	<u>11.6</u>	<u>8.4</u>
SCAQMD Localized Significance Thresholds ³	None	108	827	None	43	10
Proposed Project Construction Emissions Exceeds Thresholds?	-	No	No	-	No	No
Total Proposed Project and Viaduct Project Construction Emissions Exceeds Thresholds?	-	Yes	No	-	No	No

1. Emissions were quantified using the CalEEMod, v2016.3.2 v2020.4.0, computer program. Includes the use of off-road equipment meeting Tier 4 emissions standards and compliance with SCAQMD's Rule 403. VOC and ROG emissions were considered equivalent. Totals may not sum due to rounding.

2. Maximum daily emissions assume some activities, such as material import and export, could occur simultaneously on any given day.

3. LSTs are based on a two-acre site with sensitive receptors located at 100 meters for PM₁₀ and PM_{2.5} and 25 meters for NO_x and CO.

4. Based on emissions estimates derived from the Sixth Street Viaduct Improvement Project Final EIR (2011). Includes construction of main spans, sidewalks, and roadway surface road demolition and reconstruction.

Refer to the Air Quality and Greenhouse Gas Impact Assessment prepared for the proposed Project for emissions modeling assumptions and results (AMBIENT Air Quality & Noise Consulting, 2019).

Chapter 3, Environmental Impact Analysis, Section 2, Air Quality, Subsection 7, Cumulative Impacts, on page 3.2-17, update the second paragraph as follows:

Nonetheless, based on the results of the dispersion modeling conducted for the Viaduct Replacement Project, maximum predicted NO₂ concentrations at nearby land uses, when added to background ambient concentrations, were not found to violate applicable air quality standards. As noted in **Table 3.2-9**, the remaining Viaduct construction activities anticipated

to potentially occur during construction of the proposed Project would total approximately 124.1 lbs/day of NO_x. Assuming that both the Viaduct Replacement Project and the proposed Project were to be constructed simultaneously, on-site emissions of NO_x would total ~~137.2~~ 130 lbs/day, substantially less than the 331.9 lbs/day analyzed for the Viaduct Replacement Project.

3.2.6 Cultural Resources

Chapter 3, Environmental Impact Analysis, Section 4, Cultural Resources, Subsection 8, Cumulative Impacts, Subsection 1, Historical Resources, starting on page 3.4-19, revise the paragraph as follows:

A foreseeable future project, the Los Angeles River ~~Bike Path Gap Closure~~ Path Project, would involve an extension of existing segments of the 32-mile greenway proposed in the Los Angeles River Revitalization Master Plan. This future project would take place along the Los Angeles River from Elysian Valley through Downtown Los Angeles to the City of Vernon. The bike path improvements proposed by the Los Angeles River ~~Bike Path Gap Closure~~ Path Project would impact the Los Angeles River in a manner similar to the improvements proposed by the ~~PARC~~ proposed Project. Therefore, the impact of the Los Angeles River ~~Bike Path Gap Closure~~ Path Project to the Los Angeles River is expected to be less than significant. In addition, it is expected that the LA River ~~Gap Closure~~ Project Path Project would also be required to comply with applicable regulatory requirements and include similar best management practices. Therefore, cumulative impacts to historical resources would be less than significant and would not be cumulatively considerable.

3.2.7 Hazards and Hazardous Materials

Chapter 3, Section 8, Hazards and Hazardous Materials, Subsection 3, Environmental Impact Analysis, Subsection 4, Construction Impacts, revise the second paragraph on page 3.8-30 as follows:

With implementation of the remediation recommendations from the Phase II ESA and HHRA (**MM-HAZ-1** through **MM-HAZ-6**), the Project Site would be remediated to standards acceptable by the Los Angeles County Fire Department (LACoFD) and other regulatory agencies as required prior to construction. With remediation, health risks to construction workers during construction activities (i.e., excavating, trenching, and transporting soil) would be reduced below CalEPA and U.S. EPA thresholds. During construction activities, the City will coordinate with regulatory agencies (i.e., Metro, U.S. EPA, and DTSC) overseeing ongoing cleanup actions in the Project Area (**BMP [Best Management Practice]-HAZ-1, see Section 3.8.4 of the Draft EIR**) and the contractor will comply with all SCAQMD rules and regulations (**BMP-HAZ-2, see Section 3.8.4 of the Draft EIR**). Therefore, adverse health effects to construction workers, the public, and the environment are not expected to occur. With implementation of **MM-HAZ-1** through **MM-HAZ-6**, impacts would be less than significant with mitigation.

3.2.8 Hydrology and Water Quality

Chapter 3, Environmental Impact Analysis, Section 9, Hydrology and Water Quality, Subsection 4, Best Management Practices, starting on page 3.9-34, update **BMP-HYDRO-12: Structural and Low Impact Development (LID)** as follows:

- 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~~ hydrodynamic separators) shall be installed to treat the runoff from the Viaduct to the maximum extent practicable 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.
- 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.

3.2.9 Land Use and Planning

Chapter 3, Environmental Impact Analysis, Section 10, Land Use and Planning, Subsection 3, Environmental Impact Analysis, Subsection 3, Construction Impacts, on page 3.10-6, update the final sentence of the second paragraph as follows:

Any necessary land use entitlements would be secured prior to the start of construction activities, and would be coordinated with construction and maintenance of the Viaduct Replacement Project as needed.

Chapter 3, Environmental Impact Analysis, Section 10, Land Use and Planning, Subsection 3, Environmental Impact Analysis, Subsection 3, Construction Impacts, on page 3.10-6, update the first sentence of the final paragraph as follows:

The proposed Project would be required to obtain permits and approvals prior to construction activities (see **Table 2-2** for required permits and approvals), and would be coordinated with construction and maintenance of the Viaduct Replacement Project as needed.

Chapter 3, Environmental Impact Analysis, Section 10, Land Use and Planning, Subsection 4, Best Management Practices, on page 3.10-19, update **BMP-LAND-2: Coordination with Viaduct Replacement Project** as follows:

Any necessary land use entitlements shall be secured prior to the start of construction activities and shall be coordinated with construction and maintenance of the Viaduct Replacement Project as needed.

3.2.10 Recreation

Chapter 3, Environmental Impact Analysis, Section 14, Recreation, Subsection 7, Cumulative Impacts, starting on page 3.14-10, add the following paragraph:

The LA River Path Project, which is anticipated to be constructed and operational by 2027, would likely be constructed in a similar time frame as the proposed Project (Los Angeles County Metropolitan Transportation Authority, 2019). The proposed Project was designed with the understanding that a bike path within the Los Angeles River could be constructed. Although the LA River Path Project would improve bicycle and pedestrian access to PARC facilities, both the LA River Path Project and the proposed Project are intended to better serve local users. Therefore, the proposed Project is not expected to contribute to cumulative impacts related to Recreation.

3.2.11 Transportation and Traffic

Chapter 3, Environmental Impact Analysis, Section 15, Transportation and Traffic, Subsection 1, Regulatory Setting, Subsection 3, Local, starting on page 3.15-5, include the following section:

LA Metro NextGen Bus Plan

The NextGen Bus Plan, which began its three-phase rollout in December 2020, aims to provide a faster, more frequent, reliable, and accessible bus system for LA Metro's ridership (Los Angeles County Metropolitan Transportation Authority, 2020). The plan creates new routes, updated schedules, and other system changes to ensure bus service that meets the demand of users. The improvements envisioned for LA Metro's bus system would:

- Double the number of frequent Metro bus lines
- Provide more than 80 percent of current bus riders with 10 minute or better frequency

- Improve and expand midday, evening, and weekend service, creating an all-day, 7-day-a-week service
- Ensure a quarter mile walk to a bus stop for 99 percent of current riders
- Create a more comfortable and safer waiting environment

Chapter 3, Environmental Impact Analysis, Section 15, Transportation and Traffic, Subsection 2, Environmental Setting, Subsection 2, Existing Transit System and Train Routes, starting on page 3.15-12, revise the section as follows:

There are no bus stops or routes within the Project Site. The Project Area is served by LADOT Transit Services and Los Angeles County Metropolitan Transportation Authority (Metro) bus systems. Bus routes in the Project Study Area include DASH Downtown, operated by LADOT Transit Services, and Metro Routes 18, 30/330, 53, 60, 62, 251-252, 720, 751, and 760, which are described in more detail below (see **Figure 3.15-1**, Transportation Facilities):

- **DASH Downtown:** Operates several routes throughout Downtown LA. Route A travels from Little Tokyo to City West, providing services through the Arts District in proximity to the Project Area.
- **Metro Line 18:** Travels eastbound and westbound along Sixth Street through Downtown LA, providing services through Koreatown, Wilshire Center, Westlake, Boyle Heights, East Los Angeles, City of Commerce, and Montebello.
- **Metro Line 30/330:** Travels eastbound and westbound service from East Los Angeles to Beverly Hills, providing services through Boyle Heights, Downtown LA, Miracle Mile, Mid-City, and West Hollywood. Following the implementation of the NextGen Bus Plan, Lines 30 and 330 would be merged between West Hollywood and the L Line (Gold) Indiana Station via San Vicente Boulevard, Pico Boulevard, and First Street, via existing lines 30/330 between Pico Rampau Transit Center and the L Line (Gold) Little Tokyo/Arts District Station. Existing Line 30 Service between the Little Tokyo and Indiana L Line (Gold) stations would be eliminated, and underutilized bus stops would be consolidated on Pico Boulevard (Los Angeles County Metropolitan Transportation Authority, 2020).
 ...
- **Metro Line 251-252:** Travels northbound and southbound from Cypress Park to Lynwood, providing services through Montecito Heights, El Sereno, Lincoln Heights, Boyle Heights, Vernon, Huntington Park, and South Gate. Following the implementation of the NextGen Bus Plan, Line 252 would be discontinued between Montecito Heights, Lincoln Heights, and Boyle Heights via Soto Street Duplicate service along Line 81, Line 45, Line 78, Line 76, and Line 251 would remain available (Los Angeles County Metropolitan Transportation Authority, 2020).

Chapter 3, Environmental Impact Analysis, Section 15, Transportation and Traffic, Subsection 2, Environmental Setting, Subsection 3, Existing Transit System and Train Routes, starting on page 3.15-15, revise title as follows:

3.15.2.3 Existing ~~Transit System and Train Routes~~ Bike Network

Chapter 3, Section 15, Transportation and Traffic, Subsection 2, Environmental Setting, Subsection 3, Existing Transit System and Train Routes, starting on page 3.15-15, revise paragraph as follows:

The Los Angeles River ~~Bike Path Gap Closure~~ Path Project, identified in **Table 1-1** of ~~this the~~ the Draft EIR, is a planned extension of existing segments of the 32-mile greenway (bicycle and pedestrian path) proposed in the Los Angeles River Revitalization Master Plan that is currently in the environmental review process (Los Angeles County Metropolitan Transportation Authority, 2019). If approved, construction is anticipated to begin in 2023 (Los Angeles County Metropolitan Transportation Authority, 2021a). In addition, there are three proposed Active Transportation (ATP) projects that include improvements to the safety and accessibility of bicycle and/or pedestrian facilities in the vicinity of the proposed Project. The ATP projects, which are currently in design, include ATP-1: Sixth Street Viaduct Replacement Project Bicycle and Pedestrian Facilities, ATP-2: Boyle Heights Pedestrian Linkages, and ATP-3: Downtown LA Arts District Pedestrian and Cyclist Safety Project (see **Table 1-1**).

Chapter 3, Environmental Impact Analysis, Section 15, Transportation and Traffic, Subsection 3, Environmental Impact Analysis, Subsection 4, Construction Impacts, on page 3.15-34, change the second paragraph as follows:

Temporary Loss of On-Street Parking

The Project Area is currently a construction site for the Viaduct Replacement Project, with available street parking, some of which has been temporarily removed to construct the falsework for the Viaduct. Construction of the Viaduct Replacement Project is anticipated to be complete by mid-2022, prior to the construction of the proposed Project. Any loss of on-street parking from the Viaduct Replacement Project would have been restored prior to the construction of the proposed Project. On-street parking spaces along the streets adjacent to the Project Site would be impacted during construction of the proposed Project as summarized below:

Chapter 3, Environmental Impact Analysis, Section 15, Transportation and Traffic, Subsection 4, Best Management Practices, starting on page 3.15-44, revise **BMP-TRANS-3** as follows:

Construction-related trips shall be scheduled with increased frequency during off-peak hours to minimize impacts to commuters. Additionally, a Caltrans Transportation Permit would be required for the use of oversized vehicles on State highways.

Chapter 3, Environmental Impact Analysis, Section 15, Transportation and Traffic, Subsection 7, Cumulative Impacts, Subsection 3, starting on page 3.15-45, revise bullet points as follows:

Planned projects to improve and add bicycle- and pedestrian-friendly infrastructure (see **Table 1-1**). For the East Park, the ATP-1 project would a Class I bike path that extends from the Viaduct bike ramp south along Mission Road and Myers Street to Seventh Street. In addition, Mission Road between Cesar Chavez and Jesse Street is listed as a Tier 2 Bicycle Lane (i.e., bicycle facilities on arterial roadways with striped separation) in the 2035 Mobility Plan. For the West Park, the ATP-3 project would result in Class II and Class IV bicycle lanes along Mateo Street between Santa Fe Avenue and Seventh Street and on Santa Fe Avenue between Mateo Street and Seventh Street. The ATP projects are anticipated to be completed by 2024. ~~The proposed Los Angeles River Bike Path Gap Closure LA River Path Project would create a new bicycle and pedestrian path along an approximately eight-mile stretch of the Los Angeles River from Elysian Valley through Downtown Los Angeles to the City of Maywood. Metro released a Notice of Preparation for this project in October 2019 with a target operation date by 2027. The project is currently in the environmental document phase with anticipated selection of a locally preferred alternative by 2023 (Los Angeles County Metropolitan Transportation Authority, 2021a).~~ ~~would create a new pedestrian and bicycle path that connects Elysian Valley through Downtown Los Angeles to the City of Maywood. These proposed bicycle facilities adjacent to the proposed Project Site would provide park users the necessary means to access the park using bicycles. The ATP projects are anticipated to be completed by 2024 and the Los Angeles River Bike Path Gap Closure Project is anticipated to be completed by 2027.~~

- Planned installation of ATCS, which would dynamically control the signalized intersections in real-time operations to enhance mobility.
- The Arts District/Sixth Street Station is a proposed new Metro B Line (Red) and/or D Line (Purple) station near Sixth Street that would provide regional and local transit connections to and from Arts District, Boyle Heights, Little Tokyo and surrounding communities. The proposed station would be located south of Metro's Division 20 Rail Yard and would be generally bounded by the Sixth Street Bridge to the north, Seventh Street to the south, the Los Angeles River to the east, and by Mesquit Street to the west. With funding support from the City of Los Angeles, Metro is preparing an environmental impact report (EIR) for the Arts District/Sixth Street Station; however, funding has not been identified for construction (Los Angeles County Metropolitan Transportation Authority, 2021b).
- Planned expansion of transit access to the Arts District and Boyle Heights neighborhoods will reduce the number of vehicle trips to the Project Site, especially during large events. The City Council adopted the LADOT's Transit Service Analysis (TSA) on October 31, 2018. The TSA increases DASH services across the City, including adjacent to the Project Site. To better serve the Arts District, DASH A was re-routed to travel further south to Palmetto Street and Molino Street. In addition, a redesigned DASH F route has been approved that would travel from Union Station down Mateo Street to Seventh Street, stopping at the proposed West Park site. The redesigned DASH F route is anticipated to

begin operations by January 2022. Furthermore, a new DASH Boyle Heights West route was approved, which will provide transit access to the Pico Gardens area with stops within 0.4 mile north of the proposed East Park site. The DASH Boyle Heights West route is anticipated to begin service by January 2022.

- Planned LA Sanitation parking lot at the intersection of South Mission Road and Jesse Street (see **Figure 1-2**), which could add approximately 30 to 40 public parking spaces approximately 500 feet south of the proposed East Park. The project is anticipated to be completed in 2025.

3.2.12 Utilities and Service Systems

Chapter 3, Environmental Impact Analysis, Section 16, Utilities and Service Systems, Subsection 2, Environmental Setting, Subsection 5, Solid Waste, revise the section as follows:

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

~~The Los Angeles County Sanitation District oversees the operation of landfills that would accept the solid waste generated during proposed construction activities. The closest landfill to the Project Area that accepts non- Resource Conservation and Recovery Act (RCRA) soil is the Puente Hills Landfill in the City of Industry La Paz County Landfill in La Paz, Arizona. This facility is located approximately 265 miles from the Project Area. The nearest facility that accepts non-hazardous impacted soil is the Simi Valley Landfill, located 45 miles from the Project Area.~~

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

Chapter 3, Environmental Impact Analysis, Section 16, Utilities and Service Systems, Subsection 4, Best Management Practices, beginning on page 3.16-3, revise **BMP-USS-3** as follows:

BMP-USS-3: Coordination with Service Providers

The location of underground utilities shall be confirmed prior to proposed construction activities by contacting the Underground Service Alert of Southern California (DigAlert). If necessary, the City shall work in close coordination with utility providers to develop a relocation plan to minimize possible impacts and disruption to service utilities. The City will also coordinate with Metro to ensure that any applicable utility connections, relocations and undergrounding of utilities, and other utility improvements adjacent to and within the LA River Path corridor do not lead to any potential conflicts and/or issues during future construction activities.

Chapter 3, Environmental Impact Analysis, Section 16, Utilities and Service Systems, Subsection 4, Best Management Practices, beginning on page 3.16-4, add **BMP-USS-5** as follows:

BMP-USS-5: High Voltage Electrical Conductors

The right-of-way contains high-voltage electrical conductors. Only such equipment, material, and construction techniques that are permitted under applicable safety ordinances and statutes, including the following, shall be used: State of California Code of Regulations, Title 8, Industrial Relations, Chapter 4, Division of Industrial Safety, Subchapter 5, Electrical Safety Orders, and California Public Utilities Commission, General Order No. 95, Rules for Overhead Electric Line Construction.

Chapter 3, Environmental Impact Analysis, Section 16, Utilities and Service Systems, Subsection 7, Cumulative Impacts, beginning on page 3.16-5, revise the third paragraph as follows:

With implementation of the BMPs described in Section 3.16.4, the proposed Project is not expected to result in any significant impacts on Utilities and Service Systems. Other projects in the vicinity of the proposed Project (see **Table 1-1**) would be required to comply with all federal and state regulations and be consistent with local policies related to Utilities and Service Systems. Projects would be required to confirm the presence of utilities that could be affected and consult with utility owners regarding potential relocations or service disruptions. Projects would also be required to consult with overseeing agencies (such as LADWP or SoCalGas) if water, energy, or other resource consumption is anticipated to be higher than developed thresholds. The City would coordinate with Metro regarding the LA River Path Project to ensure that any applicable utility connections, relocations and undergrounding of utilities, and other utility improvements adjacent to and within the LA River Path corridor do not lead to any potential conflicts and/or issues during future construction activities. In addition, projects would be evaluated based on whether waste generation (e.g., solid waste and wastewater) would exceed the capacity of the existing utility and service systems. Other development projects would be required to develop BMPs and mitigation measures to reduce impacts on Utilities and Service Systems. Therefore, the proposed Project would not result in cumulatively considerable impacts related to Utilities and Service Systems.

3.2.13 Mandatory Findings of Significance

Chapter 3, Environmental Impact Analysis, Section 17, Mandatory Findings of Significance, Subsection 3, Operational Impacts, on page 3.17-5, update **BMP-AES-2: Construction Staging and Construction Staging Area** in the first row of Table 3.17-1: Summary of Mitigation Measures and Best Management Practices as follows:

Construction staging shall be coordinated with the construction and maintenance of the Viaduct Replacement Project as needed; 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.

Chapter 3, Environmental Impact Analysis, Section 17, Mandatory Findings of Significance, Subsection 3, Operational Impacts, update **BMP-LAND-2: Coordination with Viaduct Replacement Project** in the first row of Table 3.17-1: Summary of Mitigation Measures and Best Management Practices on page 3.17-29 as follows:

Any necessary land use entitlements shall be secured prior to the start of construction activities, and shall be coordinated with construction and maintenance of the Viaduct Replacement Project as needed.

Chapter 3, Environmental Impact Analysis, Section 17, Mandatory Findings of Significance, Subsection 3, Operational Impacts, update **BMP-USS-3: Coordination with Service Providers** on page 3.17-33 as follows:

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. The City will also coordinate with Metro to ensure that any applicable utility connections, relocations and undergrounding of utilities, and other utility improvements adjacent to and within the LA River Path corridor do not lead to any potential conflicts and/or issues during future construction activities.

Chapter 3, Environmental Impact Analysis, Section 17, Mandatory Findings of Significance, Subsection 3, Operational Impacts, add **BMP-USS-5** on page 3.17-33 as follows:

The right-of-way contains high-voltage electrical conductors. Only such equipment, material, and construction techniques that are permitted under applicable safety ordinances and statutes, including the following, shall be used: State of California Code of Regulations, Title 8, Industrial Relations, Chapter 4, Division of Industrial Safety, Subchapter 5, Electrical Safety Orders, and California Public Utilities Commission, General Order No. 95, Rules for Overhead Electric Line Construction.

3.2.14 References

Chapter 7, Section 3.2, page 7-3, add the following reference:

AMBIENT Air Quality & Noise Consulting. (2021). Updated Construction Emissions Modeling Analysis for the City of Los Angeles Sixth Street Park, Arts, River & Connectivity Project

Chapter 7, Section 3.14, page 7-24, add the following reference:

Los Angeles County Metropolitan Transportation Authority. (2019). Notice of Preparation of a Draft Environmental Impact Report. Retrieved November 1, 2019, from Los Angeles River Path Project: http://media.metro.net/projects_studies/lariverpath/Final_Executed_NOP-lariver_path.pdf

Chapter 7, Section 3.15, page 7-25, add the following reference:

Los Angeles County Metropolitan Transportation Authority. (2019). *Notice of Preparation of a Draft Environmental Impact Report*. Retrieved November 1, 2019, from Los Angeles River Path Project: http://media.metro.net/projects_studies/lariverpath/Final_Executed_NOP-lariver_path.pdf

Chapter 7, Section 3.15, Transportation, page 7-25, add the following reference:

Los Angeles County Metropolitan Transportation Authority. (2020). *NextGen Bus Plan*.

Chapter 7, Section 3.15, Transportation, page 7-25, add the following reference:

Los Angeles County Metropolitan Transportation Authority. (2021a). *LA River Path Project*. Retrieved from: <https://www.metro.net/projects/lariverpath/>

Chapter 7, Section 3.15, Transportation, page 7-25, add the following reference:

Los Angeles County Metropolitan Transportation Authority. (2021b). *Updated Notice of Preparation of a Draft Environmental Impact Report*.

3.3 Effect of Corrections and Revisions and Summary of Changes

CEQA Guidelines Section 15088.5 requires that an EIR which has been made available for public review, but not yet certified, be recirculated whenever significant new information has been added to the EIR. The entire document need not be circulated if revisions are limited to specific portions of the document.

The relevant portions of CEQA Guidelines Section 15088.5 is as follows:

- (a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term ‘information’ can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation include, for example, a disclosure showing that:
 - (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
 - (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.

(4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (*Mountain Lion Coalition v. Fish and Game Com.* (1989) 214 Cal.App.3d 1043)

(b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

The information contained in Chapter clarifies or refines information in the Draft EIR but does not make any changes that would meet the definition of "significant new information" as defined above. The information added to the Draft EIR does not change the Draft EIR in a way that deprives the public of a meaningful opportunity to comment upon a new or substantially increased significant environmental effect of the proposed Project or disclose a feasible alternative or mitigation measure the Applicant has declined to adopt. As provided by the discussion below, the revisions, clarifications, and corrections to the Draft EIR would not result in new significant impacts or increase any impact already identified in the Draft EIR.

3.3.1 Executive Summary

The City has made minor changes to the Project Description due to budget and engineering constraints. In addition, changes to the Executive Summary update and clarify which encroachment permits, ROE permits, and maintenance agreements could be required by Caltrans, Metro, and railroad agencies respectively. The project schedule was also updated for the Viaduct Replacement Project. The Viaduct Replacement Project and the proposed Project are no longer anticipated to be constructed at the same time. Impacts on the environment would be similar to those described in the Draft EIR.

3.3.2 Introduction

The additions and corrections to Chapter 1, Introduction update the name of the Los Angeles River Path Project and add the Metro Arts District/Sixth Street Station to Table 1-1, Current and Future Development Projects, and Figure 1-2, Development Projects. These additions and corrections provide updated information about surrounding projects. Impacts on the environment would be similar to those described in the Draft EIR.

3.3.3 Project Description

The additions and corrections to Chapter 2, Project Description clarify that construction timeline and provide updated names Proposed Project Elements. The proposed project would likely start construction once the Viaduct Replacement Project is complete. The "Splash pad with outdoor shower" has been renamed the "Mister Pad." The "Small dog and large dog play areas" have been renamed the "Dog Play Area". Impacts on the environment would be similar to those described in the Draft EIR.

3.3.4 Air Quality

Construction emissions estimates were updated using updated truck haul routes and the latest version of CalEEMod. The revised estimates are similar to what was stated in Chapter 3.2 of the Draft EIR. Impacts on air quality would be similar to those described in the Draft EIR. The proposed mitigation measures would be the same as those described in the Draft EIR. The proposed Project would continue to result in a less than significant impacts to air quality with mitigation.

3.3.5 Cultural Resources

The updates provided would not result in any new impacts to cultural resources.

3.3.6 Hazards and Hazardous Materials

The additions to Chapter 3.8, Hazards and Hazardous Materials include a reference to a section of the Draft EIR for clarification and an updated list of landfills that would be utilized for hazardous waste disposal. Impacts on hazards and hazardous materials would be similar to those described in the Draft EIR. The proposed mitigation measures would be the same as those described in the Draft EIR. The proposed Project would continue to result in a less than significant impact to hazards and hazardous materials with mitigation.

3.3.7 Hydrology and Water Quality

The updates and corrections to Chapter 3.9, Hydrology and Water Quality provide updated guidance from the City regarding the filtration units that would be used onsite. The City has deemed that the hydrodynamic separators would treat stormwater to the maximum extent practicable. Under the City's Low LID Standards Manual, this treatment level is acceptable. Additionally, **BMP-HYDRO-12** has been rearranged for clarity. Impacts on hydrology and water quality would be similar to those described in the Draft EIR. The proposed mitigation measure would be the same as the one described in the Draft EIR. The proposed Project would continue to result in a less than significant impact to hydrology and water quality with mitigation.

3.3.8 Land Use and Planning

The updates and corrections to Chapter 3.10, Land Use and Planning clarify the coordination that would be required between the Viaduct Replacement Project and the proposed Project given that construction of the two projects is not anticipated to conflict. Impacts on land use and planning would be the same as those described in the Draft EIR. The proposed Project would continue to result in a less than significant impact on land use and planning.

3.3.9 Recreation

The additions and corrections to Chapter 3.14, Recreation provide additional information about the Los Angeles River Path Project. Impacts on recreation would be the same as those described in the Draft EIR. The proposed Project would continue to result in a less than significant impact to recreation.

3.3.10 Transportation and Traffic

The additions and corrections to Chapter 3.15, Transportation and Traffic update the regulatory setting and existing transit systems and train routes and provide additional information about the Los Angeles River Path Project and Metro Arts District/Sixth Street Stop as described in Sections 3.3.2 and 3.3.5 above. Impacts on transportation and traffic would be similar to those described in the Draft EIR. The proposed mitigation measures would be the same as those described in the Draft EIR. The proposed Project would continue to result in a less than significant impact to transportation and traffic with mitigation.

3.3.11 Utilities and Service Systems

The additions and corrections to Chapter 3.16 Utilities and Service Systems clarify the coordination that would occur between the City and Metro regarding surrounding utilities, provide updated information regarding the nearest landfill to the proposed Project, and introduce an additional BMP that clarifies the techniques required for electrical work during construction. Impacts to utilities and service systems would be similar to those described in the Draft EIR. The proposed Project would continue to result in a less than significant impact to utilities and service systems.

3.3.12 Mandatory Findings of Significance

The updates and corrections to Chapter 3.17, Mandatory Findings of Significance reflect updates and corrections made to Best Management Practices in Chapter 3.1, Aesthetics, Chapter 3.16, Utilities and Service Systems, and Chapter 3.10, Land Use and Planning. These changes were made for consistency and would not result in any new environmental impacts.

3.3.13 References

The additional to Chapter 7, References provide updated citations used throughout the Draft EIR. The additions would not result in any new environmental impacts.

3.3.14 Conclusions

Based on the supplemental analysis presented above, the revisions, clarifications, and corrections to the Draft EIR would not result in any new significant impacts or a substantial increase in an impact already identified in the Draft EIR or disclose a feasible alternative or mitigation measure the Applicant has declined to adopt. The revisions to the Draft EIR clarify or refine the information in the Draft EIR. Therefore, no new significant information has been added to the EIR requiring recirculation of the EIR as required by Section 15088.5 of the CEQA Guidelines.

Chapter 4

Mitigation Monitoring Program

4.1 Introduction

The Mitigation Monitoring Reporting Program (“MMP”) has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a “reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” In addition, Section 15097(a) of the California Environmental Quality Act (CEQA) Guidelines requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. This MMP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the State CEQA Guidelines.

The City of Los Angeles (City), the Lead Agency on behalf of the Los Angeles Department of Public Works (LADPW), Bureau of Engineering (LABOE), is the Lead Agency for the Sixth Street PARC Project (proposed Project), and therefore is responsible for administering and implementing the MMP. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation. However, until mitigation measures have been completed, the Lead Agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

4.2 Purpose

The purpose of the MMP is to do the following:

- Coordinate all mitigation monitoring activities
- Manage the preparation, approval, and filing of monitoring or permit compliance records
- Maintain records concerning the status of all approved mitigation measures (MM) and best management practices (BMP)
- Provide quality control assurance of field monitoring personnel
- Coordinate with other agencies regarding compliance with mitigation or permit requirements
- Review and recommend acceptance and certification of implementation documentation
- Act as a contact for interested parties or surrounding property owners who wish to register concerns regarding environmental issues; verifying any such circumstances; and developing any necessary corrective actions.

4.3 Organization

As shown in the following pages, each identified mitigation measure for the proposed Project is listed and categorized by environmental issue area, with accompanying discussion of:

- **Time Frame for Implementation:** When the measure will be implemented.
- **Monitoring Period:** Indicates when monitoring for compliance with the measure will occur.
- **Monitoring Agency:** The agency to which reports involving feasibility, compliance, implementation, and development are made.
- **Verification of Compliance:** The date that monitoring is complete to ensure compliance with the measure.

4.4 Monitoring and Reporting Procedures

This MMP shall be enforced throughout all phases of the proposed Project. LABOE shall be responsible for implementing each project design feature and mitigation measure and shall be obligated to provide verification, as identified below, to the appropriate monitoring and enforcement agencies that each project design feature and mitigation measure has been implemented. LABOE shall maintain records demonstrating compliance with each project design feature and mitigation measure listed below.

All applicable construction-related mitigation measures and best management practices will be included in any bid specification released for construction of the proposed Project. Prior to the release of the bid specifications, construction plans and specifications will be provided to LABOE's Environmental Management Group (EMG) for review and approval regarding environmental mitigation. Unless otherwise specified herein, LABOE will be responsible for taking all actions necessary to implement the mitigation measures according to the provided specifications and demonstrating that each action has been successfully completed. LABOE, at its discretion, may delegate implementation responsibility or portions thereof to a licensed contractor. This MMP for the proposed Project will be in place through design, construction, and operation. LABOE will be responsible for administering the MMP and ensuring that all parties comply with its provisions. LABOE may delegate monitoring responsibilities to staff, consultants, or contractors.

The construction contractor shall submit an Environmental Compliance Plan for LABOE Construction Management and LABOE EMG approval prior to the beginning of ground-disturbing construction activities. The Environmental Compliance Plan will document how the contractor intends to comply with all environmental measures applicable to the contract, including application of BMPs. LABOE Construction Management will also ensure that monitoring is documented in an Environmental Compliance Report and that deficiencies are promptly corrected. A designated environmental monitor with LABOE Construction Management will track and document compliance with mitigation measures, note any problems that may result, and take appropriate action to rectify problems. LABOE will monitor compliance with operational mitigation measures.

During the construction phase and prior to going through plan check review, LABOE shall retain an independent Construction Monitor (either via the City or through a third-party consultant), who shall be responsible for monitoring implementation of mitigation measures and best management practices during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the City's compliance with the project design features and mitigation measures during construction every 90 days in a form satisfactory to LABOE. The documentation must be signed by LABOE and the Construction Monitor and be included as part of the City's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with mitigation measures and project design features within two businesses days if the non-compliance is not corrected within a reasonable time or if the non-compliance is repeated.

Changes to Mitigation Measures

Changes to Mitigation Measures Under CEQA, mitigation measures may be modified or deleted if the relevant decision-maker approves such action, gives a legitimate reason for making the change, and supports those reasons with substantial evidence, including an appropriate subsequent CEQA document. Any substantive change to the MMP shall be documented in writing. Modifications to the mitigation measures/BMPs may be made by the LABOE subject to one of the following findings and documented by evidence included in the record:

1. The measure/BMP included in the EIR and the MMP is no longer required because the significant environmental impact identified in the EIR has been found not to exist, or to occur at a level which makes the impact less than significant as a result of changes in the Project, changes in conditions of the environment, or other factors.

OR

2. The modified or substitute mitigation measure/BMP to be included in the MMP provides a level of environmental protection equal to or greater than that afforded by the mitigation measure included in the EIR and the MMP.

AND

3. The modified or substitute mitigation measure/BMP does not have significant adverse effect on the environment in addition to or greater than those which were considered by LABOE in its decisions regarding the EIR and the Proposed Project.

AND

4. The modified or substitute mitigation measure/BMP is feasible, and LABOE, through measures included in the MMP or other established procedures, can assure its implementation.

Findings and related documentation supporting the findings involving modifications to mitigation measures shall be maintained in the Project file with the MMP and shall be made available to the public upon request.

4.5 Mitigation Monitoring Program

4.5.1 Mitigation Measures

4.5.1.1 Air Quality

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

- Measures:
 - Include in all construction contracts the requirement to use 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export).
 - Include in all construction contracts the requirement that all off-road diesel-fueled construction equipment greater than 50 horsepower shall meet Tier 4 off-road emission standards. In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by California Air Resources Board (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 Southern California Air Quality Management District (SCAQMD) operating permit at the time of mobilization of each applicable unit of equipment shall be provided.
 - Maintain construction equipment by conducting regular tune-ups according to the manufacturers' recommendations.
 - To the extent possible, the import and export of onsite materials shall be scheduled to minimize empty return trips.
- Time Frame for Implementation:

Design Phase:

Timing/Schedule: Prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by the contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance

Construction Phase:

Timing/Schedule: Throughout Project construction.

Implementation: LABOE Project Engineer and Construction contractor shall implement mitigation measure and review engine and equipment certified tier specification and best available control

technology documentation. Similarly, contractor may provide the ARB or SCAQMD operating permit at the time of mobilization of each applicable unit of equipment. Considered complete after end of Project construction.

Enforcement: LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

MM-AQ-2: Construction Equipment Requirements

- Measures:
 - All on- and off-road diesel-fueled equipment shall not idle for more than 5 minutes when not in use. The idling of diesel-fueled equipment and haul trucks within 1,000-feet of nearby residential land uses shall be prohibited. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5-minute-idling limit.
 - Staging and queuing areas shall be located at the furthest distance possible from nearby residential land uses.
 - Use alternatively fueled (e.g., compressed natural gas, liquefied natural gas, propane), gasoline-fueled, or electrified construction equipment in place of diesel-fueled equipment to the extent locally available.

Design Phase:

Timing/Schedule: Prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance

Construction Phase:

Timing/Schedule: Throughout Project construction.

Implementation: LABOE Project Engineer and Construction contractor

Enforcement: LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

MM-AQ-3: Fugitive Dust Controls

- Measures:
 - All active portions of the construction site shall be watered twice daily to prevent excessive amounts of dust.

- Non-toxic soil stabilizers shall be applied to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain) according to manufacturers' specifications.
- All excavating and grading operations shall be suspended when wind gusts (as instantaneous gust) exceed 25 miles per hour.
- On-site off-road equipment and on-road vehicles used on-site shall be limited to 15 miles per hour.
- All on-site roads shall be paved as soon as feasible, watered twice daily, or chemically stabilized.
- Visible dust beyond the property line which emanates from the project shall be prevented to the maximum extent feasible.
- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site.
- Track-out devices shall be used at all construction site access points.
- All delivery truck tires shall be watered down and/or scraped down prior to departing the job site.
- Streets shall be swept at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway.
- Replace ground cover in disturbed areas as quickly as possible.
- All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114 (Spilling Loads on Highways), with special attention to Sections 23114(b)(F), (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
- Conduct continuous, direct-reading, near real-time ambient monitoring of Particulate Matter (PM)₁₀. Install appropriate signage and notify the SCAQMD in accordance with Rule 1466, Control of Particulate Emissions from Soils with Toxic Air Contaminants, prior to conducting any earth-moving activities on any site meeting the applicability of the rule.

Design Phase:

Timing/Schedule: Prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance

Construction Phase:

- Timing/Schedule: Throughout Project construction.
- Implementation: LABOE Project Engineer and Construction contractor

- Enforcement: LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

-

4.5.1.2 Hazards and Hazardous Materials

MM-HAZ-1: Remediation Category 1A

- Measures: 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:
 - Soils will be excavated as needed up to a maximum depth of 4.5-feet below ground surface (bgs), consistent with the limits designated on Figures 3.8-3a and 3.8-3b, Areas of Concern with Contamination.
 - The transport and disposal of RCRA hazardous waste will be accompanied with a Hazardous Waste Manifest (i.e., documentation accompanying the transport, treatment, storage and disposal of hazardous waste) completed by a licensed transporter. A site-specific California Environmental Protection Agency (CalEPA) Hazardous Waste Generator Identification Number will be obtained for each RCRA hazardous waste. Additional sampling and testing will likely be required by the facility accepting the soil for disposal.
 - For excavations deeper than 4-feet, shoring or other approved means will be required to maintain stability of the excavation walls.
 - During excavation activities, dust and runoff controls will be implemented to prevent windborne or surface waterborne migration of the soil from the Project Site. The soils will be directly loaded into the transport trucks, which will require tarps to prevent spillage or windblown loss of soil during transport. These controls will be verified and monitored by an independent third party.
 - A site-specific Health and Safety Plan (HASP) will be prepared and implemented during all proposed construction activities, including full time perimeter sampling and testing of particulates and dust from the Project Site.
 - All onsite workers and supervisors will complete a 40-hour Occupational Safety and Health Administration (OSHA) Hazardous Waste Operations and Emergency Response (HAZWOPER) training course and be equipped with the appropriate personal protective equipment.
 - Excavated areas will be backfilled with certified clean soil.

Design Phase:

Timing/Schedule: During Project design, prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance

Construction Phase:

- **Timing/Schedule:** Throughout Project construction.
- **Implementation:** LABOE Project Engineer and Construction contractor
- **Enforcement:** LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

MM-HAZ-2: Remediation Category 2A and 2B

Remediation Category 2A

- **Measures:** The City shall be required to implement the following measures in areas where soils contaminated with Heavy Metals and/or TPH DRO that are classified as non-RCRA hazardous waste will be excavated. These contaminated soils shall be disposed at Class 2 Landfills:
 - Soils will be excavated as needed up to a maximum depth of 6-feet bgs, consistent with the limits designated on Figures 3.8-3a and 3.8-3b, Areas of Concern with Contamination.
 - The transport and disposal of non-RCRA hazardous waste will be accompanied with a Hazardous Waste Manifest completed by a licensed transporter. A CalEPA Non-RCRA Hazardous Waste Generator Identification Number will be obtained. Additional sampling and testing will likely be required by the facility accepting the soil for disposal.
 - For excavations deeper than 4-feet, shoring or other approved means shall be required to maintain stability of the excavation walls.
 - During excavation activities, dust and runoff controls will be implemented to prevent windborne or surface waterborne migration of the soil from the Project Site. The soils will be directly loaded into the transport trucks, which will require tarps to prevent spillage or windblown loss of soil during transport. These controls will be verified and monitored by an independent third party.
 - A site-specific Health and Safety Plan (HASP) will be prepared and implemented during all proposed construction activities, including full time perimeter sampling and testing of particulates and dust from the Project Site.
 - All onsite workers and supervisors will complete a 40-hour OSHA HAZWOPER training course and be equipped with the appropriate personal protective equipment.
 - Excavated areas will be backfilled with certified clean soil.

Remediation Category 2B

- Measures: In addition to the measures above, the following measures shall be implemented in areas where volatile organic compounds (VOC) were observed in soil gases:
 - Emission controls will be used to clear the area of emitting VOCs (i.e., spraying water or applying foam agents to all exposed soil surfaces and/or using large, spark-free fans). Full-time monitoring will be required to verify that the emission controls are effective in preventing the VOCs from impacting workers or the public. Monitoring will comply with SCAQMD Rule 1166.
 - A detailed HASP will be prepared and implemented during the excavation and transport of contaminated soils.
 - The excavation, transport, and disposal of contaminated soils will require permitting and approval by the Certified Unified Program Agency (CUPA), CalEPA/Department of Toxic Substances Control (DTSC), and SCAQMD. A detailed Work Plan/Remedial Action Plan will be prepared and submitted to these agencies for review and approval. Under Rule 1166, a Mitigation Management Plan for potential VOC emissions during excavation will be submitted to SCAQMD and subject to SCAQMD approval. A site-specific CalEPA Hazardous Waste Generator Identification Number will be obtained and manifests completed by the licensed transporter.
 - A soil vapor extraction (SVE) system will be designed and installed to remove and treat VOCs in the soil gases. If Health Risk Assessments indicate the need, a vertical barrier/line will be installed around the perimeter of the area to prevent soil gases with VOCs from migrating back into the area. Gases migrating from below the clean backfill or deeper depths will be extracted through the SVE slotted wells and treated by the SVE treatment system. Treatment for VOCs typically involves carbon filtration unless hydrogen sulfide is detected in the gas stream. Operating and maintenance procedures for the SVE system and permit applications will be prepared and approved by the oversight agency and SCAQMD.
 - If the City determines it is necessary, a “Pilot Study” will be designed and implemented to evaluate the sustainable flow rate and concentration of VOCs in the soil gas stream and to determine the size of the final SVE system components.
 - Design of the SVE system, preparation of a Design Report and Work Plan/Remedial Action Plan (including HASP) will be submitted to and subject to approval by the CUPA and Los Angeles County Fire Department (LACoFD) Site Mitigation Unit.
 - The SVE will be implemented and monitored. This may require several months to over a year.
 - The City shall provide documentation to the CUPA, LACoFD Site Mitigation Unit, and SCAQMD when the SVE has reached the specified clean-up goals.
 - Excavated areas will be backfilled with certified clean soil.

Design Phase:

Timing/Schedule: During Project design, prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance.

Construction Phase:

- **Timing/Schedule:** Throughout Project construction.
- **Implementation:** LABOE Project Engineer and Construction contractor
- **Enforcement:** LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

MM-HAZ-3: Remediation Category 3

Option 1

- **Measures:** This alternative will involve the same measures as described under Category 2b above. Contaminated soils will be removed to a depth of up to 15-feet or more and shoring of the excavation walls will be necessary. A liner will be installed on the bottom of the excavation area to prevent contaminated soil gas from re-entering the backfill soils. Gas migration from the side walls will be mitigated by either installation of a vertical liner placed on the side walls of the excavation or SVE wells installed vertically outside the limits of the excavation after backfilling is done. The backfill soil will be certified clean fill and placement will need to meet the geotechnical specifications of the Project design. During the process, the site will require strict emissions controls and monitoring.

Option 2

- **Measures:** 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:
 - 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.
 - 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.
 - Solicitation of bids for construction and implementation of the remediation.
 - Implementation and monitoring of the SVE. This may require several months to over a year.
 - Reporting to the agencies with documentation that the SVE has reached the specified clean up goals.

Option 3

- Measures: This alternative will mitigate the impact of the VOCs and/or methane and hydrogen sulfide by precluding soil gases migration from the subsurface soil and intrusion into structures or other facilities and surface emissions. Depending on the type of soil gases and pressure in the soil gas, the systems can include several of the following components:
 - Shallow excavation (3- to 4-feet bgs) to allow installation of the mitigation components (some of the soil will be used to backfill trenches)
 - Gravel layers and slotted piping for gas collection
 - Liner installation above the slotted piping and extending side wide
 - Vacuum pumps for gas extraction or air injection blowers
 - Filtration systems to remove VOCs and/or hydrogen sulfide from the gas stream
 - Geomembrane barriers placed beneath concrete slabs and/or foundations or fill areas
 - Installation of automated and/or manual monitoring systems

Design Phase:

Timing/Schedule: During Project design, prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance.

Construction Phase:

- Timing/Schedule: Throughout Project construction.
- Implementation: LABOE Project Engineer and Construction contractor
- Enforcement: LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

MM-HAZ-4: Remediation Category 4

- Measures: The City shall be required to implement the following measure in areas within Caltrans right-of-way (ROW) where soil contains aeriially deposited lead (ADL):
 - In accordance with the Caltrans/DTSC ADL Agreement, soils above a depth of approximately 2.9-feet bgs will require 1-foot of clean soil cover to remain on site per the Caltrans/DTSC ADL Agreement.
- Time Frame for Implementation: Prior to construction

- Monitoring Period: Prior to construction
- Monitoring Agency: LADPW, Contracts Administration Bureau, Construction Inspector

Design Phase:

Timing/Schedule: During Project design, prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance.

Construction Phase:

- Timing/Schedule: Throughout Project construction.
- Implementation: LABOE Project Engineer and Construction contractor
- Enforcement: LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

MM-HAZ-5: Soil Gas Sampling

- Measures: Additional soil gas sampling and testing is recommended for completion in PARC Areas 1A, 5, 6, 7, and 8. The additional sampling could potentially eliminate or reduce the need for soil gas remediation.

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

Design Phase:

Timing/Schedule: During Project design, prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance.

Construction Phase:

- Timing/Schedule: Throughout Project construction.
- Implementation: LABOE Project Engineer and Construction contractor

- **Enforcement:** LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

MM-HAZ-6: Methane Mitigation and Testing

- **Measures:** Methane mitigation applies to PARC Area 1A, which is located within the Methane Zone, and portions of PARC Area 7, where soil gases were detected and impervious surfaces are to be constructed adjacent to existing buildings. Any buildings (except naturally vented) to be constructed in Area 1A shall have methane mitigation systems meeting Level II requirements involving membrane and passive venter per Table 71 unless additional testing indicates no subsurface gas pressure and lower methane concentrations. In addition, paved areas that are over 5,000 square feet in area and within 15-feet of the exterior wall of a commercial, industrial, institutional building, shall be vented in accordance with the Methane Mitigation Standards, design Level II, unless additional testing indicates no subsurface gas pressure and lower methane concentrations.

Additional testing for methane concentrations and subsurface pressure shall be completed in accordance with the Division 71 Methane Seepage Regulations testing requirements should any buildings or paved areas over 5,000 square feet be proposed in PARC Area 1A and in PARC Area 7 where methane was detected.

Design Phase:

Timing/Schedule: During Project design, prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance.

Construction Phase:

- **Timing/Schedule:** Throughout Project construction.
- **Implementation:** LABOE Project Engineer and Construction contractor
- **Enforcement:** LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

4.5.1.3 *Hydrology and Water Quality*

MM-HYDRO-1: Public Safety Plan

- Measures: The City, in coordination with United States Army Corps. of Engineers, 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.
- Time Frame for Implementation: Design, Construction, and Operation
- Monitoring Period: Design, Construction and Operation
- Monitoring Agency: LADPW, Department of Recreation and Parks

Design Phase:

Timing/Schedule: During Project design, prior to Project construction.

Implementation: LABOE Project Engineer shall lead preparation of the Public Safety Plan and coordinate with Recreation and Parks, other relevant City departments and the United States Army Corp. The LABOE Project Engineer shall include any physical deterrents or safety warning devices in the contract specs and plans. The Contractor bid documents and Environmental Compliance Plan prepared by contractor shall reflect these items.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance.

Construction Phase:

- Timing/Schedule: Must be completed prior to end of construction.
- Implementation: LABOE Project Engineer and required stakeholders (publish Public Safety Plan prior to project operations) and Construction contractor (physical elements)
- Enforcement: LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector for physical plan elements.

Operations Phase:

- Timing/Schedule: ongoing
- Implementation: City of Los Angeles, Department of Recreation and Parks, Los Angeles Police Department, US Army Corp, and other relevant stakeholders

4.5.1.4 *Noise and Vibration*

MM-NOISE-1: Construction-Noise Management Plan

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

- Construction activities shall be restricted outside the hours of 7:00 a.m. to 9:00 p.m. Monday through Friday, and between the hours of 8:00 a.m. to 6:00 p.m. on Saturdays. While the intention is not to conduct work on Sundays, occasional Sunday work may be required to ensure the Project schedule is met. If it is determined that Sunday work is necessary, the proper permits will need to be obtained through the Police Commission. Construction activities shall be prohibited on federal holidays.
- Construction equipment shall be properly maintained and equipped with mufflers.
- Equipment shall be turned off when not in use for an excess of five minutes, except for equipment that requires idling to maintain performance.
- A public liaison shall be appointed for project construction and shall be responsible for addressing public concerns about construction activities, including excessive noise. As needed, the liaison shall determine the cause of the concern (e.g., starting too early, bad muffler) and implement measures to address the concern. The liaison will work directly with the construction contractor to ensure implementation of the noise control plan.
- The liaison will work directly with the construction contractor to ensure implementation of the noise control plan.
- The public shall be notified in advance of the location and dates of construction hours and activities.
- Where necessary, temporary sound barriers shall be installed.
- Signage and notification on where to report construction-generated noise shall be posted on-site and around the construction area, as well as on the Bureau of Engineering website.
- Staging and queuing areas shall be located at the furthest distance possible from nearby residential land uses, as well as any other noise-sensitive land uses identified in the Project Area at the time of construction (e.g., transient lodging, schools, libraries, churches, hospitals, and nursing homes).
- Limit noise/vibration intensive activities occurring within 10-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 10-feet of adjacent existing structures.

Design Phase:

Timing/Schedule: During Project design, prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance.

Construction Phase:

- Timing/Schedule: Throughout Project construction.

- Implementation: LABOE Project Engineer and Construction contractor
- Enforcement: LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

4.5.1.5 Transportation and Traffic

MM-TRANS-1: Mobility Hub

- Measures: The City shall reserve space for a mobility hub at the Project Site, including additional amenities for bicyclists, drivers, and transit users, to encourage event attendees to use alternative modes of transportation.

Design Phase:

Timing/Schedule: During Project design, prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance.

Construction Phase:

- Timing/Schedule: Throughout Project construction.
- Implementation: LABOE Project Engineer and Construction contractor
- Enforcement: LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

MM-TRANS-2: Bicycle Facilities

- Measures: The City shall reserve space for a Bike Share hub at the Project Site to allow Bike Share participants to dock bicycles and scooters.

Design Phase:

Timing/Schedule: During Project design, prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance.

Construction Phase:

- Timing/Schedule: Throughout Project construction.
- Implementation: LABOE Project Engineer and Construction contractor
- Enforcement: LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

MM-TRANS-3: Rideshare Zones

- Measures: The City shall create permanent rideshare pick-up and drop-off zones for the East Park and West Park. Rideshare pick-up/drop-off zones could be located on South Santa Fe Street adjacent to the proposed West Park and South Mission Road adjacent to the proposed East Park. The pick-up/drop-off zones shall be clearly marked, and wayfinding signage shall be installed throughout the Project Site.

Design Phase:

Timing/Schedule: During Project design, prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance.

Construction Phase:

- Timing/Schedule: Throughout Project construction.
- Implementation: LABOE Project Engineer and Construction contractor

Enforcement: LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

MM-TRANS-4: Public Transportation

- Measures: The City shall reserve space at the Project Site to accommodate a future Sixth Street Metro Station in the Arts Plaza.

Design Phase:

Timing/Schedule: During Project design, prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance.

Construction Phase:

- Timing/Schedule: Throughout Project construction.
- Implementation: LABOE Project Engineer and Construction contractor
- Enforcement: LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

4.5.2 Best Management Practices

As standard best practices, the BOE Project Engineer shall incorporate the following requirements in the contract specs and plans and ensure the contractor includes the best management practices in the Environmental Compliance Plan prepared by the contractor. The BOE Construction Manager and Contracts Administration Bureau Construction Inspector will ensure the BMPs are implemented during construction. BMPs related to operations will be implemented by the Department of Recreation and Parks and/or other appropriate organizations.

4.5.2.1 Aesthetics

BMP-AES-1: Construction Lighting

- Measures: If nighttime lighting at the construction site is required, lighting shall be directed downward, on-site, and away from surrounding land uses.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

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

- Measures: Construction staging shall be coordinated with the construction and maintenance of the Viaduct Replacement Project as needed; 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.
- Implementation Phase: Prior to Construction and Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-AES-3: Operational Lighting

- Measures: Outdoor lighting for recreational activities shall be limited to the proposed operating hours.
- Implementation Phase: Operation
- Monitoring Phase: Operation
- Enforcement Agency: LABOE and Department of Recreation and Parks

BMP-AES-4: Regulatory Requirements for Lighting

- Measures:
 - Project illumination shall comply with the provisions in the City's Municipal Code, including LAMC Chapter 1, Article 2, Sec. 12.21A5(k); LAMC Chapter 1, Article 7, Sec. 17.08C; and LAMC Chapter 9, Article 3, Section 93.0117.
 - The new walkway lighting shall be compliant with all regulations set forth by the City's Bureau of Street Lighting Design Standards and Guidelines to ensure that the area receives lighting that meets national illumination standards for vehicular and pedestrian traffic, does not emit light pollution, and produces little glare.
 - Lighting for sports fields and courts shall operate in compliance with Los Angeles City Recreation and Parks (RAP) illuminance level standards for outdoor sports and recreational facilities.
 - Lighting for security shall be illuminated in accordance with the Illuminating Engineering Society (IES) standards, IES RP-33-14 *Lighting for Exterior Environments* and IES G-1-03 *Security Lighting for People, Property and Public Spaces*, as updated by IES G-1-16 *Guide for Security Lighting for People, Property and Critical Infrastructure*.
- Implementation Phase: Design, Operation
- Monitoring Phase: Design, Operation
- Enforcement Agency: LADPW and Department of Recreation and Parks

4.5.2.2 Air Quality**BMP-AQ-1: SCAQMD Rules and Regulations**

- Measures: The contractor shall implement measures to ensure that all construction activities are consistent with SCAQMD rules and regulations.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-AQ-2: Construction Worker Incentives

- Measures: The City shall offer ride-share and transit incentives for construction workers to reduce emissions associated with motor vehicle use.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-AQ-3: Construction Equipment Maintenance

- Measures: The contractor shall maintain construction equipment by conducting regular tune-ups according to the manufacturers' recommendations.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

4.5.2.3 *Biological Resources***BMP-BIO-1: Pre-Construction Wildlife Surveys**

- Measures: 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.
- Implementation Phase: Prior to construction
- Monitoring Phase: Construction if construction activities are suspended for five days or more
- Enforcement Agency: LADPW (Project Biologist)

BMP-BIO-2: Trash and Construction Debris Removal

- Measures: 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.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-BIO-3: Work Area Limitations

- Measures: No work for the Project shall be conducted on the Fourth Street Bridge or Seventh Street Bridge structures.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-BIO-4: Nesting Bird Survey

- Measures: If vegetation trimming or clearing is conducted during the nesting season (typically February 15 through September 15), nesting bird surveys shall be completed by a qualified biologist within 300-feet of potential bird-nesting areas and 500-feet of potential raptor-nesting areas no more than 48 hours prior to trimming/removal activities to determine if nesting birds are within the affected vegetation. Surveys shall be repeated if trimming or removal activities are suspended for five days or more.
- Implementation Phase: Construction during the nesting season (February 15 through September 15)
- Monitoring Phase: None unless active nests are discovered
- Enforcement Agency: LADPW (Project Biologist)

BMP-BIO-5: Nesting Bird Buffer

- Measures: 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.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW (Project Biologist)

BMP-BIO-6: Hazardous Materials BMPs

- Measures: 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.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-BIO-7: Equipment Maintenance

- Measures: 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.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-BIO-8: Regulatory Permits

- Measures: The City shall consult with the appropriate responsible resource agency (e.g., California Department of Fish and Wildlife [CDFW] and Regional Water Quality Control Board [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 Clean Water Act (CWA) Section 401 Water Quality Certification, and California Fish and Game Code Section 1602 Streambed Alteration Agreement.
- Implementation Phase: Prior to Construction
- Monitoring Phase: Construction
- Enforcement Agency: LABOE, LADPW, Contracts Administration Bureau, Construction Inspector

BMP-BIO-9: Pre-Construction Bat Surveys

- Measures: 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.
- Implementation Phase: 30 days prior to construction
- Monitoring Phase: Survey work only
- Enforcement Agency: LADPW (Project Biologist)

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

- Measures: 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.
- Implementation Phase: Construction

- Monitoring Phase: Construction
- Enforcement Agency: LADPW (Project Biologist)

BMP-BIO-11: Bat Monitoring

- Measures: 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.
 - 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.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW (Project Biologist)

4.5.2.4 Cultural Resources

BMP-CUL-1: Archeological Monitoring During Excavation

- Measures: 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.
- Implementation Phase: Construction activities involving excavations greater than 5-feet
- Monitoring Phase: Construction activities involving excavations greater than 5-feet
- Enforcement Agency: LADPW

BMP-CUL-2: Tribal Cultural Resources Sensitivity Training

- Measures: 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.
- Implementation Phase: Prior to construction

- Monitoring Phase: Prior to construction
- Enforcement Agency: LABOE and qualified Tribal representative from the Gabrieleño Band of Mission Indians

BMP-CUL-3: Tribal Cultural Resources Monitoring During Excavation

- Measures: 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 California Native American Heritage's (NAHC) 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 5-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.
- Implementation Phase: Construction
- Monitoring Phase: Construction activities involving ground-disturbing activities in the proposed Arts Plaza
- Enforcement Agency: LADPW (Tribal Monitor)

BMP-CUL-4: Unanticipated Discovery of Archaeological and Tribal Cultural Resources

- Measures: In the event that potentially significant buried archaeological materials are encountered within the Project Area, all work in the vicinity must stop until the archaeological and Tribal monitor can visit the site and assess the significance of the resource. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the City regarding treatment and curation of these resources. Work may continue on other parts of the Project Area while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]).
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW (Tribal Monitor)

BMP-CUL-5: Unanticipated Discovery of Human Remains

- Measures: 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.

- 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.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

4.5.2.5 Geology and Soils

BMP-GEO-1: Erosion Control

- Measures: 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.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-GEO-2: Geotechnical Site Investigation Recommendations

- Measures: The Geotechnical Site Investigation report for the 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.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-PAL-1: Paleontological Sensitivity Training

- Measures: 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.

- Implementation Phase: Prior to construction
- Monitoring Phase: Prior to construction
- Enforcement Agency: LADPW (Project Paleontologist), Contracts Administration Bureau, Construction Inspector

BMP-PAL-2: Unanticipated Paleontological Resource Discoveries

- Measures: 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 Society of Vertebrate Paleontology (2010) guidelines.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW (Project Paleontologist)

4.5.2.6 Greenhouse Gas Emissions

BMP-GHG-1: Off-Road Equipment Construction Requirements

- Measures: 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.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

4.5.2.7 Hazards and Hazardous Materials

BMP-HAZ-1: Coordination with Regulatory Agencies

- Measures: 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.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LABOE

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

- Measures: 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.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

4.5.2.8 Hydrology and Water Quality**BMP-HYDRO-1: Construction Drainage Design**

- Measures: The 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.
- Implementation Phase: Design and Construction
- Monitoring Phase: Design and Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-HYDRO-2: Off-Site Sediment Transport

- Measures: 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.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-HYDRO-3: Storm Drain Message and Signage

- Measures: Existing and proposed storm drain catch basins within the vicinity of the Project Site shall be marked and maintained.
- Implementation Phase: Construction and Operation
- Monitoring Phase: Construction and Operation
- Enforcement Agency: Construction Contractor (Construction), LADPW (Operation)

BMP-HYDRO-4: Outdoor Material Storage Area Design

- Measures: 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.

- Implementation Phase: Construction and Operation
- Monitoring Phase: Construction and Operation
- Enforcement Agency: Construction Contractor (Construction), LADPW (Operation)

BMP-HYDRO-5: Outdoor Trash Storage Area Design

- Measures: 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.
- Implementation Phase: Construction and Operation
- Monitoring Phase: Construction and Operation
- Enforcement Agency: Construction Contractor (Construction), LADPW (Operation)

BMP-HYDRO-6: Employee Training

- Measures: Operations and maintenance employees shall be trained and made aware of the source controls, LID BMPs, educational materials, and maintenance requirements for the Project at first hire and yearly thereafter.
- Implementation Phase: Construction and Operation
- Monitoring Phase: Construction and Operation
- Enforcement Agency: LADPW (Construction), RAP (Operation)

BMP-HYDRO-7: Common Area Landscape Management

- Measures: A landscape maintenance program shall be established prior to construction in order to optimize water efficiency, limit pollutant introduction from fertilizers and pesticides, manage landscape waste, and prevent soil erosion.
- Implementation Phase: Prior to Construction and Operation
- Monitoring Phase: Operation
- Enforcement Agency: LADPW (Prior to Construction), RAP (Operation)

BMP-HYDRO-8: Common Area Litter Control

- Measures: 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.
- Implementation Phase: Construction and Operation
- Monitoring Phase: Operation
- Enforcement Agency: Construction Contractor (Construction), RAP (Operation)

BMP-HYDRO-9: Common Area Catch Basin Inspection

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

- Implementation Phase: Construction and Operation
- Monitoring Phase: Construction and Operation
- Enforcement Agency: Construction Contractor (Construction), LADWP (Construction), RAP (Operation)

BMP-HYDRO-10: Street Sweeping Parking Lots

- Measures: The angled parking spaces along Anderson Street shall be vacuum swept, at a minimum, yearly and prior to the rainy season.
- Implementation Phase: Operation
- Monitoring Phase: Operation
- Enforcement Agency: RAP

BMP-HYDRO-11: BMP Maintenance

- Measures: Proposed structural source controls, non-structural source controls, and LID BMPs shall be maintained as outlined in the Operations and Maintenance Plan that would be developed for the Project.
- Implementation Phase: Operation
- Monitoring Phase: Operation
- Enforcement Agency: LADPW and RAP

BMP-HYDRO-12: Structural and Low-Impact Development (LID) BMPs

- Measures:
 - 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.
 - Structural BMPs (i.e., hydrodynamic separators) shall be installed to treat the runoff from the Viaduct to the maximum extent practicable
 - 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.
- Implementation Phase: Construction and Operation

- Monitoring Phase: Construction and Operation
- Enforcement Agency: LABOE, LADWP, and the Construction Contractor

BMP-HYDRO-13: Regulatory Requirements for Water Quality

- Measures:
 - To comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) MS4 Permit, the Project shall implement a Stormwater Pollution Prevention Plan (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 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 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 Project because Phase II construction activities shall be performed during the dry season (April 15 through October 15). However, if work in a flowing stream is unavoidable, a water diversion plan shall be required, and the entire stream flow shall be diverted around the work area by a barrier, temporary culvert, new channel, or other means approved by the CDFW. Should water diversion be necessary, a 401/404 permit will also be required.
 - An emergency evacuation plan shall be prepared for Phase II construction within the LA River. If measurable rain with 25 percent or greater probability is predicted within 72 hours during project-related activities, all activities within the LA River shall cease and protective measures to prevent siltation/erosion shall be implemented/maintained. With the implementation of BMPs, alterations to drainage patterns during construction in the LA River channel will not result in substantial erosion or siltation onsite or offsite.
 - A Notice of Intent (NOI) for stormwater discharges associated with construction activities may also be required under the NPDES General Permit.
 - Stormwater BMPs shall follow the latest California Stormwater Quality Association's Stormwater Best Management Practices Handbook. All entrances and exits to a construction site will be stabilized to reduce transport of sediment off-site. Any sediment or other materials tracked off-site will be removed within a reasonable time.

- Any non-stormwater discharge shall be controlled and properly disposed of through the sanitary sewer system or transported to an approved processing facility to prevent the contamination of site soils and groundwater.
- 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.
- Implementation Phase: Prior to Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

4.5.2.9 Land Use and Planning

BMP-LAND-1: Coordination with Los Angeles City Planning

- Measures: LABOE shall continue to work with the Los Angeles Department of City Planning to ensure that the Project is consistent with future zoning changes.
- Implementation Phase: Ongoing
- Monitoring Phase: Ongoing
- Enforcement Agency: LABOE

BMP-LAND-2: Coordination with Viaduct Replacement Project

- Measures: Any necessary land use entitlements shall be secured prior to the start of construction activities and shall be coordinated with construction and maintenance of the Viaduct Replacement Project as needed.
- Implementation Phase: Prior to Construction
- Monitoring Phase: Prior to Construction
- Enforcement Agency: LABOE and LADWP

BMP-LAND-3: Construction Area

- Measures: Construction equipment, materials storage, and construction activities shall be contained within the limits of construction, and construction areas shall be fenced.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

4.5.2.10 Noise and Vibration

BMP-NOISE-1: Construction Equipment Requirements

- Measures: Construction equipment shall be properly maintained and equipped with mufflers.

- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

4.5.2.11 Transportation and Traffic

BMP-TRANS-1: Temporary Detour Routes

- Measures: During proposed construction activities, temporary detours shall be provided for any affected pedestrian and bicycle facilities.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-TRANS-2: Construction Staging Plan

- Measures: 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.
- Implementation Phase: Prior to construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-TRANS-3: Construction Traffic

- Measures: Construction-related trips shall be scheduled with increased frequency during off-peak hours to minimize impacts to commuters.
- Implementation Phase: Prior to construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-TRANS-4: Access to Parcels

- Measures: If access to any existing parcels are removed during proposed construction activities, temporary access shall be provided, and/or new points of access shall be constructed.
- Implementation Phase: Prior to construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

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

- Measures: 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.
- Implementation Phase: Operation (larger events)
- Monitoring Phase: Operation (larger events)
- Enforcement Agency: LABOE, RAP, and Individual Permittees

4.5.2.12 Utilities and Service Systems**BMP-USS-1: Wastewater Treatment**

- Measures: 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.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-USS-2: Temporary Stormwater Drainage Measures

- Measures: Temporary stormwater drainage measures to prevent polluted runoff in the construction site shall include, but not be limited to, the installation of earth dikes, drainage swales, and ditches, silt fences, desilting basins, and stormwater drain inlet protection.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-USS-3: Coordination with Service Providers

- Measures: 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.

- Implementation Phase: Prior to Construction
- Monitoring Phase: Prior to Construction and Ongoing
- Enforcement Agency: LADPW

BMP-USS-4: Reduced Consumption of Water Resources

- Measures: 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.
- Implementation Phase: Design
- Monitoring Phase: Design
- Enforcement Agency: LADPW

BMP-USS-5: High voltage electrical conductors

- Measures: The ROW contains high-voltage electrical conductors. Only such equipment, material, and construction techniques that are permitted under applicable safety ordinances and statutes, including the following, shall be used: California Code of Regulations, Title 8, Industrial Relations, Chapter 4, Division of Industrial Safety, Subchapter 5, Electrical Safety Orders, and California Public Utilities Commission, General Order No. 95, Rules for Overhead Electric Line Construction.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADWP

This page intentionally left blank.

**ENVIRONMENTAL
IMPACT REPORT
APPENDICES**

This page is intentionally blank

**APPENDIX FINAL EIR-1:
DRAFT EIR COMMENT
LETTERS AND PUBLIC
MEETING TRANSCRIPT**

This page is intentionally blank

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 266-3574
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

June 15, 2021

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

RE: Sixth Street Park, Arts, River and
Connectivity (PARC) Project – Draft
Environmental Impact Report (DEIR)
SCH# 2017041045
GTS# 07-LA-2017-03603
Vic. LA-101 PM 0.36

Dear Dr. Jan Green Rebstock:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed Project would create public recreational space on approximately 13 acres in areas underneath and adjacent to the upcoming Sixth Street Viaduct. Features of the proposed Project include, but are not limited to, a café, concession area, public restrooms on each side of the LA River, performance and public gathering areas, flexible play areas and lawns, adult fitness equipment, dog play areas, landscaped areas, public art, sports fields and courts, children's play areas and splash pad, picnic and grilling areas, parking spaces, skate park elements, bicycle and pedestrian paths, roadway connectivity improvements, stormwater infrastructure improvements, and rain gardens. In addition, the proposed Project could include the installation of reinforced concrete planted terraces on the west and east banks of the LA River. The proposed Project generally includes components noted in the Los Angeles River Revitalization Master Plan.

The nearest State facility to the proposed project is US 101. After reviewing the DEIR, Caltrans has the following comments:

Caltrans acknowledges and supports infill development that provides valuable urban park space and prioritizes walking, biking, and transit. The Project's goals are in direct alignment with State-level sustainable transportation policy goals which seek to reduce the number of trips made by driving, reduce Greenhouse Gas (GHG) emissions, and encourage alternative modes of travel. Caltrans' Strategic Management Plan has set targets of tripling trips made by bicycle and doubling trips made by walking and public transit, as well as achieving a reduction in statewide, per capita, vehicle miles traveled (VMT). Similar goals are embedded in the California Transportation Plan 2040, California Transportation Plan 2050, and Southern California Association of Governments (SCAG) Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy). Statewide legislation such as AB 32 and SB 375, as well as Executive Order S-3-05

Dr. Jan Green Rebstock

June 15, 2021

Page 2 of 2

and N-19-19, echo the need to pursue more sustainable development. Projects, like the one proposed, can help California meet these goals.

Caltrans also concurs that the following Mitigation Measures are effective infrastructure to reduce VMT and more effectively meet the transportation needs of all people:

- MM-TRANS-1: Mobility Hub
- MM-TRANS-2: Bicycle Facilities
- MM-TRANS-3: Rideshare Zones
- MM-TRANS-4: Public Transportation.

While Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities, the eastern edge of the Project is adjacent to Caltrans Right-of-Way. Therefore, an encroachment permit will be required, and all environmental concerns must be adequately addressed. Please note that any modifications to the State facility will be subject to additional review by the Office of Permits prior to issuance of the permit.

Additionally, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2017-03603.

Sincerely,

Frances Duong

Frances Duong
Acting IGR/CEQA Branch Chief

Cc: State Clearinghouse



South Coast Air Quality Management District

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

SENT VIA E-MAIL:

July 20, 2021

Jan.green.rebstock@lacity.org

Dr. Jan Green Rebstock
City of Los Angeles, Public Works Department
Bureau of Engineering, Environmental Management Group
1149 South Broadway, Sixth Floor, Mail Stop 939
Los Angeles, California 90015

**Draft Environmental Impact Report (EIR) for the
Sixth Street Park, Arts, River, and Connectivity Improvements Project (Proposed Project)
(State Clearinghouse No.: 2017041045)**

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments include recommended revisions to the CEQA air quality impact analysis for regional construction impacts and air quality mitigation measures that the City of Los Angeles (Lead Agency) should include in the Final EIR.

South Coast AQMD Staff's Summary of the Proposed Project and CEQA Air Quality Impact Analysis

Based on the Draft EIR, the Lead Agency will develop recreational and stormwater management facilities on 13 acres (Proposed Project). The Proposed Project is located on the northwest corner of South Boyle Avenue and Seventh Street in the communities of Central City North and Boyle Heights within the designated AB 617 East Los Angeles, Boyle Heights, West Commerce community.

In the Draft EIR, the Lead Agency analyzed the Proposed Project's regional air quality impacts from construction activities associated with hauling construction materials and importing or exporting soil. During the grading phase, the Proposed Project will import and export 16,700 cubic yards of soil, resulting in 835 haul truck trips¹. The Lead Agency calculated criteria pollutants emissions from construction activities after incorporating air quality mitigation measures, including the use of 2007 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and Tier 4 off-road construction equipment of greater than 50 horsepower². The Lead Agency concluded that the mitigated maximum daily emissions from NO_x would be 28 pounds per day (lbs/day), which would not exceed South Coast AQMD regional air quality CEQA significance threshold for NO_x at 100 lbs/day for construction³. The Lead Agency also concluded that the Proposed Project's regional construction air quality impacts from other criteria pollutants would be less than significant with mitigation.

¹ Draft EIR. Air Quality and Greenhouse Gas Impact Assessment. CalEEMod Output Files. Page 2.

² Draft EIR. MM-AQ-1. Page 3.2-14.

³ MND. Page 4-19.

South Coast AQMD Staff's Comments*CEQA Air Quality Impact Analysis for Regional Construction Impacts Associated with Truck Trip Length*

Based on a review of the Hazards and Hazardous Materials Section and the Utilities and Service Systems Section of the Draft EIR, South Coast AQMD staff found that implementation of the Proposed Project requires excavation of soil contaminated with Resource Conservation and Recovery Act level heavy metals, polychlorinated biphenyls, or total petroleum hydrocarbon diesel range organics that would need to be disposed at Class 1 hazardous waste landfills and Class 2 landfills⁴. Solid waste generated from the Proposed Project's construction activities will be collected by the Central Los Angeles Recycling and Transfer Station (CLARTS), and from CLARTS, waste is transferred to a landfill or recycling facility. Based on the Proposed Project's location, the closest landfill to the Proposed Project is the Puente Hills Landfill in the City of Industry⁵.

In the Air Quality Section, the Lead Agency used a default one-way trip length of 20 miles to quantify the Proposed Project's construction emissions from importing and exporting soil and might have underestimated the Proposed Project's soil hauling emissions. According to the City of Los Angeles Sanitation and Environment Department, hazardous waste is not accepted at CLARTS⁶. The Puente Hills Landfill that is located at 13130 Crossroads Parkway South in the City of Industry was owned and/or operated by the Los Angeles County Sanitation Districts, and on December 31, 2014, it ceased operation as one of six major Class III landfills within the County⁷. It is likely that contaminated soil will not be accepted by CLARTS or transferred to the Puente Hills Landfill for disposal. Additionally, depending on the type of contamination, contaminated soil may need to be disposed at a permitted hazardous disposal facility outside Los Angeles County with a one-way trip length that is likely longer than 20 miles. During the grading phase, 835 truck trips would take place for hauling 16,700 cubic yards of soil. Using a one-way truck trip length of 20 miles likely underestimated the Proposed Project's construction emissions. Therefore, South Coast AQMD staff recommends that the Lead Agency identify the permitted hazardous disposal facilities that the Proposed Project will use to dispose contaminated soil, disclose them in the Final EIR, and re-calculate the Proposed Project's construction emissions from haul truck trips based on the appropriate one-way trip length. If the Lead Agency finds, after revisions, that the Proposed Project's regional air quality impacts from construction activities would be significant, mitigation measures will be required (CEQA Guidelines Section 15126.4).

⁴ Draft EIR. Page 3.17-6.

⁵ Draft EIR. Page 3.16-3.

⁶ City of Los Angeles. CLARTS Facts and Services. Accessed at:

https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd/s-lsh-wwd-s-cl/s-lsh-wwd-s-cl-af?_afLoop=11339668849486601&_afWindowMode=0&_afWindowId=py5xjmluy&_adf.ctrl-state=esjuboubd_473#!%40%40%3F_afWindowId%3Dpy5xjmluy%26_afLoop%3D11339668849486601%26_afWindowMode%3D0%26_adf.ctrl-state%3Desjuboubd_477.

⁷ Los Angeles County. Countywide Siting Element – Existing Solid Waste Disposal Facilities. Accessed at: http://dpw.lacounty.gov/epd/nas/epd/epd_dms/TSKFRC%60JOLEE%60TaskForce%60PUB_Y%60FREQ_N%601_1_12_2015%60%60REC_N%600000_00%600000_00%60TFMPAC%60CSE%20Chapter%203%20Redline_11_10_15%6039.pdf.

Recommended Revisions to Existing Air Quality Mitigation Measure

CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse air quality impacts. The Draft EIR included an air quality mitigation measure (MM-AQ-1), which requires, among others, the use of 2007 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export). South Coast AQMD staff recommends that the Lead Agency require cleaner haul trucks to strengthen the mitigation. The recommended additions and changes to the portion of MM-AQ-1 related to haul trucks are shown in underline and ~~strikethrough~~, respectively.

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

- Include in all construction contracts the requirement to use zero-emission (ZE) or near-zero emission (NZE) on-road haul trucks (e.g., material delivery trucks and soil import/export) such as heavy-duty trucks with natural gas engines that meet the California Air Resources Board (CARB)'s adopted optional NOx emission standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), and ensure that supportive infrastructure will be available for ZE/NZE trucks. At a minimum, require the use of ~~2007~~ 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) that meet CARB's 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks. To monitor and ensure ZE, NZE, or 2010 model year trucks are used at the future development projects, the lead agency should require that operators maintain records of all trucks associated with the future development projects' construction and make these records available to the lead agency upon request. The records will serve as evidence to prove that each truck called to the future development projects during construction meets the minimum 2010 model year engine emission standards. Alternatively, the Lead Agency should require periodic reporting and provision of written records by contractors working on the future development projects and conduct regular inspections of the records.

Conclusion

Pursuant to California Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(b), South Coast AQMD staff requests that the Lead Agency provide South Coast AQMD staff with written responses to all comments contained herein prior to the certification of the Final EIR. In addition, issues raised in the comments should be addressed in detail giving reasons why specific comments and suggestions are not accepted. There should be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice (CEQA Guidelines Section 15088(c)). Conclusory statements do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful, informative, or useful to decision makers and to the public who are interested in the Proposed Project. Further, if the Lead Agency makes the finding that the recommended revisions to the existing air quality mitigation measure are not feasible, the Lead Agency should describe the specific reasons supported by substantial evidence for rejecting them in the Final EIR (CEQA Guidelines Section 15091).

South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact me at lsun@aqmd.gov if you have questions or wish to discuss the comments.

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS

LAC210527-02

Control Number



Metro

July 26, 2021

Dr. Jan Green Rebstock
City of Los Angeles, Public Works, Bureau of Engineering
Environmental Management Group
1149 S. Broadway, 6th Floor, Mail Stop 939
Los Angeles, CA 90015-2213
Sent by Email: jan.green.rebstock@lacity.org

RE: Sixth Street PARC
Draft Environmental Impact Report (EIR): Metro Comments

Dear Dr. Jan Green Rebstock:

Thank you for coordinating with the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the proposed Sixth Street PARC (Project) located in the City of Los Angeles (City). Metro is committed to working with local municipalities, developers, and other stakeholders across Los Angeles County on transit-supportive developments to grow ridership, reduce driving, and promote walkable neighborhoods.

Per Metro's area of statutory responsibility pursuant to sections 15082(b) and 15086(a) of the Guidelines for Implementation of the California Environmental Quality Act (CEQA: Cal. Code of Regulations, Title 14, Ch. 3), the purpose of this letter is to provide the City with specific comments on the Draft Environmental Impact Report (EIR) for the Project. In particular, this letter outlines topics regarding the Project's potential impacts on Metro projects, infrastructure, and right of way (ROW) which should be analyzed in the EIR, and provides recommendations for mitigation measures as appropriate. Effects of a project on transit systems and infrastructure are within the scope of transportation impacts to be evaluated under CEQA.¹

In addition to the specific comments outlined below, Metro is providing the City with the Metro Adjacent Development Handbook (attached), which provides an overview of common concerns for development adjacent to Metro ROW and transit facilities, available at www.metro.net/projects/devreview/.

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

¹ See CEQA Guidelines section 15064.3(a); Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts In CEQA, December 2018, p. 19.

Project Description

The Project includes a new approximately 13 acres of public recreational space underneath and adjacent to the Sixth Street Viaduct. The Project would include an East Park, West Park, and Arts Plaza and River Gateway. The proposed East Park, located in the Boyle Heights Community Plan area would include amenities such as concessions area, public restrooms, office and storage space for operations and maintenance staff, etc. The proposed West Park would include amenities such as a café building, landscaped area and a rain garden, public art piece, etc. The Arts Plaza and River Gateway would include rehabilitating an existing pedestrian/vehicular tunnel that provides access to the LA River channel.

Comments

Future Transit Corridor Projects under study

Metro is studying the following new transit corridor projects which are within the Project area. These projects should be incorporated into the EIR's analysis. In addition, the City should consult with the SCRRA, which operates Metrolink, on their capital planning efforts.

1. Metro's LA River Path Project: Funded by Measure M, Metro is evaluating a new bicycle and pedestrian path along an approximately eight-mile stretch of the Los Angeles River from Elysian Valley through Downtown Los Angeles to the City of Maywood. Metro released a Notice of Preparation for this project in October 2019 with a target operation date by 2028. The project is currently in the Environmental Phase with anticipated selection of a locally preferred alternative (LPA) by 2023. More information may be found online at: <https://www.metro.net/projects/lariverpath/>.
2. Arts District/6th Street Station: The Arts District/6th St Station is a proposed new Metro B Line (Red) and/or D Line (Purple) station near 6th Street that would provide regional and local transit connections to and from Arts District, Boyle Heights, Little Tokyo and surrounding communities. The station would be located south of LA Metro's Division 20 Rail Yard and would be generally bounded by the 6th Street Bridge to the north, 7th Street to the south, the Los Angeles River to the east, and by Mesquit Street to the west. With funding support from the City of Los Angeles, Metro is preparing an Environmental Impact Report (EIR) and conducting public outreach for the EIR. Funding for construction has not been identified for this potential project. Completing this study does not commit Metro to funding and constructing the potential Arts District/6th St Station and extending heavy rail transit to it. More information may be found online at: <https://www.metro.net/projects/arts-dist-6th-station/>.

Metrolink Adjacency

1. Operations: The Project site is above and adjacent to Metro-owned ROW operated and maintained by the SCRRA to run the Metrolink commuter rail service. Amtrak intercity passenger trains and other freight trains also operate on this line. The City is advised that rail service operates in both directions and that trains may operate 24 hours a day, seven days a week, in the ROW below the Project.
2. Impact Analysis: Due to the Project's proximity to Metrolink ROW, the EIR must analyze potential effects on rail operations and identify mitigation measures as appropriate. Critical

impacts to be studied should include (without limitation): impacts of Project construction and operation on and potential damage to the structural and systems integrity of tracks and related infrastructure; and disruption to rail service. Specific impacts and mitigation measures that should be studied include:

- a. Structure Setback: Structures that are immediately adjacent to the railroad ROW can pose safety hazards and may disrupt transit service and/or damage Metrolink infrastructure. Such conflicts can occur during Project construction and/or operation.

Recommended mitigation measure.

- i. Technical Review: The City shall submit engineering drawings and calculations, as well as construction work plans and methods including any crane placement and radius, to evaluate any impacts to SCRRRA infrastructure in relationship to the Project. Before issuance of any building permit for the Project, the City shall obtain Metro's and SCRRRA's approval of final construction drawings.
 - ii. Access: Any access to railroad property is strictly at the discretion of Metro and SCRRRA. The City shall obtain specific Right-of-Entry temporary access permits from SCRRRA for any work performed on the Project's structures or property requiring access to the railroad ROW.
 - iii. Construction Monitoring: The City shall permit Metro and/or SCRRRA staff to monitor construction activity to ascertain any impact to the ROW. During construction, the City shall construct a protection barrier to prevent objects, material, or debris from falling onto the ROW. The City shall notify Metro and SCRRRA of any changes to the construction/building plans that may or may not impact the ROW.
3. Advisories to City: The City is encouraged to contact Metro Development Review and Metrolink staff early in the design process to plan for potential impacts. The City should also be advised of the following:
 - a. Occupational Safety and Health Administration (OSHA) Requirements: Construction work in proximity to Metrolink ROW with potential to damage rail tracks and related infrastructure may be subject to additional OSHA safety requirements.
 - b. Technical Review: Metro and Metrolink charge for staff time spent on engineering review and construction monitoring.
 - c. ROW Access: The City should contact SCRRRA for Right-of-Entry requirements. Information can be found at www.metrolinktrains.com. Other requirements may include permits for construction of buildings and any future repairs, painting, graffiti removal, etc., including the use of overhead cranes or any other equipment that could potentially impact railroad operations and safety. Frequent access for maintenance tasks such as graffiti removal, will necessitate an active license agreement. This agreement will include an annual license fee and other requirements that meet safety standards for access to a ROW with active rail operations.

- d. Cost of Impacts: The City will be responsible for costs incurred by Metro and/or SCRRRA due to Project construction/operation issues that cause delay or harm to Metrolink service delivery or infrastructure. The City will also bear all costs for any noise mitigation required for the Project.

Transit Supportive Planning: Recommendations and Resources

Considering the Project's proximity to the future Arts District/6th Street Station, Metro would like to identify the potential synergies associated with transit-oriented development:

1. Transit Supportive Planning Toolkit: Metro strongly recommends that the City review the Transit Supportive Planning Toolkit which identifies 10 elements of transit-supportive places and, applied collectively, has been shown to reduce vehicle miles traveled by establishing community-scaled density, diverse land use mix, combination of affordable housing, and infrastructure projects for pedestrians, bicyclists, and people of all ages and abilities. This resource is available at <https://www.metro.net/projects/tod-toolkit>.
2. Transit Connections and Access: Metro strongly encourages the City to install Project features that help facilitate safe and convenient connections for pedestrians, people riding bicycles, and transit users to/from the Project site and nearby destinations. The City should incorporate the installation of such features as part of the Project, including:
 - a. Walkability: The provision of wide sidewalks, pedestrian lighting, a continuous canopy of shade trees, enhanced crosswalks with ADA-compliant curb ramps, and other amenities along all public street frontages of the development site to improve pedestrian safety and comfort to access the nearby future Arts District/6th Street Station.
 - b. Bicycle Use and Micromobility Devices: The provision of adequate short-term bicycle parking, such as ground-level bicycle racks, and secure, access-controlled, enclosed long-term bicycle parking for residents, employees, and guests. Bicycle parking facilities should be designed with best practices in mind, including highly visible siting, effective surveillance, ease to locate, and equipment installation with preferred spacing dimensions, so bicycle parking can be safely and conveniently accessed. Similar provisions for micro-mobility devices are also encouraged.
 - c. First & Last Mile Access: The Project should address first-last mile connections to transit and is encouraged to support these connections with wayfinding signage inclusive of all modes of transportation. For reference, please review the First Last Mile Strategic Plan, authored by Metro and the Southern California Association of Governments (SCAG), available on-line at: http://media.metro.net/docs/sustainability_path_design_guidelines.pdf
3. Wayfinding: Any wayfinding or other signage that includes the Metro brand and/or directs the public to Metro facilities must conform to Metro Signage Standards (including but not limited to Metro Standards Chapters 2.0 Graphic Standards, 10.0 Materials and Fabrication Standards, and 12.0 Trailblazing Standards).

Sixth Street PARC
DEIR – Metro Comments
July 26, 2021

In addition to comments contained within the body of this letter, **Attachment A** contains specific technical comments pertaining to the DEIR.

If you have any questions regarding this letter, please contact me by phone at 213-922-2671, by email at DevReview@metro.net, or by mail at the following address:

Metro Development Review
One Gateway Plaza
MS 99-22-1
Los Angeles, CA 90012-2952

Sincerely,



Shine Ling, AICP
Manager, Transit Oriented Communities

Attachments and links:

- Adjacent Development Handbook: <https://www.metro.net/projects/devreview/>
- Attachment A: Technical Comments

Attachment A Technical Comments

Table ES-53: Summary of Environmental Impacts and Mitigation Measures, Mobility Hubs, pg. ES-53:

- Clarify whether this is planned to be a Metro-branded Mobility (i.e. "Metro Bike") Hub. Also "Bike Share Hub" nomenclature noted under MM-TRANS-2 is confusing. A Bike Share amenity consisting of docking facilities is not normally referred to as a "Bike Share Hub."

Table 1-1: Current and Future Development Projects, pg. 1-11:

- Include Metro Arts District/6th Street Station to table 1-1. The Arts District/6th Street Station is a proposed heavy rail extension and station currently in the planning phase.

2.5 Project Proposed Project Elements, Section 2.5.2 Phase II, pg. 2-13:

- Ensure that the design of the reinforced concrete planted terraces which may alter the existing banks of the LA River channel will be compatible with the design of the LA River Path alignments.

2.7 Project Schedule, pg. 2-16:

- With the construction phase anticipated to overlap with LA River Path construction activities, coordination between the two projects will be required to ensure that any potential conflicts are minimized, so as to limit any potential cumulative impacts as a result of overlapping construction activities (e.g. truck routes, street closures, emissions, etc.).

Figure 2-15: Arts Plaza Site Plan:

- The proposed LA River Path alignment alternatives (A, B & C) all provide a connection to Santa Fe Ave via the 6th Street tunnel. The Arts Plaza site plan provides access to the 6th Street tunnel from Santa Fe Avenue via a 4.9% sloping walkway. This walkway runs between a proposed stage and amphitheater seating. The LA River Path project is anticipating significant daily volumes at this access point, so there may be conflicts between PARC users who are there to enjoy performances, and path users attempting to connect to the LA River Path for transportation, utilitarian and recreation purposes. Adequate signage and design features should be implemented to avoid user conflicts. Additionally, the proposed 4.9% walkway should be reduced to 4.5% to account for construction tolerances to avoid exceeding 5% maximum slope.

Table 3.8-3: Remediation Recommendations:

- Suggest informing Metro of any potentially significant issues and/or new findings that may arise as a result of remediation activities.

3.9 Hydrology and Water Quality, pg. 3.9-26:

- Suggest coordination between the City and Metro to ensure that the Public Safety Plan related to flooding is compatible with the LA River Path project.

3.14 Recreation and 3.15 Transportation, pg. 3.14-1 and 3.15-1:

- Consider describing the LA River Path project to acknowledge an increase in future users through West side plaza.

3.15 Transportation, pg. 3.15-10:

- In October 2020, Metro adopted the NextGen Bus Plan, which is a major update to Metro Bus service. Many lines have changed or have been consolidated, with significant service changes implemented in June 2021. Recommend reviewing the NextGen Bus Plan and recent service changes to update the discussion of existing transit service. For additional information, see <https://www.metro.net/projects/nextgen/> and <https://mybus.metro.net/>

3.15 Transportation, pg. 3.15-12:

- Revise title for Section 3.15.2.3 (“Existing Bike Network”?)

3.15 Transportation, pg. 3.15-40:

- Recommend revision to MM-TRANS-4 to read as follows: “The City shall reserve space and electrical power as required at the proposed Project Site to ensure access through the Arts Plaza or adjacent sidewalk to a future potential Arts District/Sixth Street Metro Station and to provide associated wayfinding signage to this station.
- The City shall continue to coordinate closely with the Arts District/6th Street Station Metro project team to confirm feasibility of MM-TRANS-4.
- **Figure 3.15-1: Transportation Facilities:** Update name from "LA River Trail Extension" to LA River Path project.

3.16 Utilities and Service Systems, pg. 3.16.5 – 3.16-8:

- Suggest coordination between the City and Metro to ensure that any applicable utility connections, relocations and undergrounding of utilities, and other utility improvements adjacent to and within the LA River Path corridor does not lead to any potential conflicts and/or issues during future construction activities.

General:

- Update name from "Los Angeles River Bike Path Gap Closure Project" to LA River Path project throughout the DEIR document.
- Consider using temporary banners on construction fences to communicate potential impacts to transit riders.
- Metro strongly recommends that the project team enlist the services of a professional Environmental Graphic Design consultant to program and develop signage designs for the project.

This page is intentionally blank

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: July 19, 2021

TO: Dr. Jan Green Rebstock, Environmental Supervisor II
City of Los Angeles, Public Works, Bureau of Engineering
Environmental Management Group

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



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

This is in response to your May 27, 2021 Notice of Availability of a Draft Environmental Impact Report for the proposed Sixth Street Park, Arts, River, and Connectivity Improvements project located at beneath and adjacent to the Sixth Street Viaduct between Mateo Street to the west and the United States Highway 101 to the east, Los Angeles, CA 90021. LA Sanitation, Wastewater Engineering Services Division has received and logged the notification. Upon review, it has been determined the project is unrelated to sewers and does not require any hydraulic analysis. Please notify our office in the instance that additional environmental review is necessary for this project.

If you have any questions, please call Christopher DeMonbrun at (323) 342-1567 or email at chris.demonbrun@lacity.org

CD/AP: sa

c: Shahram Kharaghani, LASAN
Michael Scaduto, LASAN
Wing Tam, LASAN
Christopher DeMonbrun, LASAN

This page is intentionally blank

RANCHO COLD STORAGE, INC.

**670 MESQUIT STREET
LOS ANGELES, CA. 90021
(213)624-8861 FAX(213)622-8256**

July 26, 2021

BY EMAIL

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

RE: Sixth Street PARC Draft EIR

Dear Dr. Rebstock,

Thank you for the opportunity to comment on the Draft EIR for the proposed Sixth Street Park, Arts, River & Connectivity Improvements (PARC) Project.

We write to offer our continued support for the park project. By way of background, we are the owners of Rancho Cold Storage, Inc. (RCSI) and two other properties that are located on Mesquit Street between the 6th Street and 7th Street bridges in the City of Los Angeles. Both the PARC Project and the Sixth Street Viaduct Replacement Project include land that we made available to the City through agreements we reached with it.

Our father was employed in what is now known as the “Arts District” of DTLA since 1964 and our family purchased the Rancho Cold Storage business and property in 1985. We are long-term stakeholders in this community.

From 1987 through 1997 we undertook the seismic upgrading under Division 88 of our property along Mesquit Street at substantial expense to our business. At the time there was no “new” construction in our area, and we were the first to invest any significant amount of money into what was then aging infrastructure. We invested 100% of our earnings including taking out seconds on our personal homes to fund the upgrade of our facility. This upgrade included not only the required pinning of floors to walls, but also the replacement of failing brick and mortar walls with new concrete block walls. Many people told us that we were crazy to invest money in an area that at that time was not seeing any new investment. During the 10 years that we were working on our building three new buildings were built on the corner of Jesse street and Santa Fe Avenue. We have no doubt that our investment in our building was the catalyst for the construction of these three buildings.

During our time as stakeholders, we have also been active members in the community. We have worked with LAFD at our facility to train fire-fighters in the challenges that Cold Storage presents. We are participants in the SRT program through the LADWP in which we shut down our facility during peak power demand days to provide relief for the power grid. We have also provided \$ 25,000 per year in free storage for the organization that provides and cooks all the food for the Summer Night Lights.

We had the opportunity to sell our property several years ago as property values in the “Arts District” continued to increase. However, due to our legacy in the District and our desire to see a first class project built on our site, we chose to partner on a project and maintain our position as long-term stakeholders.

Our and our partners’ project will harmonize with the PARC Project to support the ongoing and future transformation of the Arts District into a vibrant mixed-use community. We have appreciated our coordination with the City on our application submitted in 2017 and as we anticipate the release of our Draft EIR this summer. As members of RCS VE LLC, the joint venture for development of the 670 Mesquit Project, we are submitting a separate letter discussing that project in relation to the PARC.

As the owners of RCSI and other properties adjacent to the PARC, we write to express our desire for continuing coordination to avoid unintentional impacts on our existing uses while we continue to move forward with our entitlements. We request coordination during PARC construction to ensure continued ability to access the 670 Mesquit Street property by way of "Little Mesquit Street" just south of the bridge. Any closure of this access street to our facility will have a negative impact on our ability to service the volume of trucks that we do on a daily basis. We also look forward to reviewing detailed proposals to confirm the proposed PARC Improvements will not interfere with our business's current operations.

Additionally, we want to confirm that the City does not propose modifications to the existing restrictions that exist for on-street parking along Mesquit Street between Jesse Street and the PARC. As agreed with the City and BOE, truck ingress and egress to RCSI precludes street parking in this area. The current yellow-painted curbs on the portion of Mesquit Street north of Jesse Street should retain their Commercial Loading and Unloading designation as agreed upon with the City and BOE. These items of concern are depicted on an annotated Arts Plaza Site Plan included as Exhibit A.

We also want to ask that the City provide appropriate security for the PARC Project area. Recognizing that much of the PARC consists of passive recreational uses, we would like to work with the City to prevent encampments of unhoused individuals and disturbances from intruding on the public use and enjoyment of the PARC improvements. As landowners and community stakeholders, security in the area is of paramount concern.

Finally, we request clarification on the City's plans for the portion of our property surrounding and to the north of the existing power transmission tower, which is located south of the under construction Ribbon of Light Bridge between Mesquit Street and the railroad tracks. We have reviewed the PARC's Draft EIR and it is unclear to us how this area may be used. Thank you in advance for this clarification.

We look forward to discussing these items with the City.

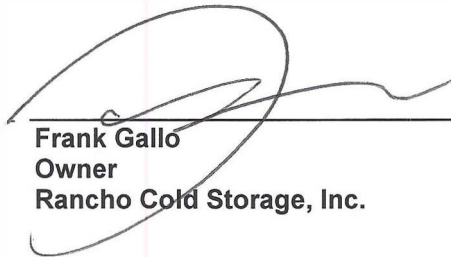
We are very excited about the proposed park improvements and look forward to continuing our collaboration with the City as the design of the PARC moves forward and ensures that existing businesses, such as ours, are protected from unnecessary disruptions.

Thank you for the opportunity to provide our input.

Sincerely,



Vince Gallo
Owner
Rancho Cold Storage, Inc.



Frank Gallo
Owner
Rancho Cold Storage, Inc.

Exhibit A

Figure 2-15: Arts Plaza Site Plan



This page is intentionally blank

LATHAM & WATKINS LLP

355 South Grand Avenue, Suite 100
Los Angeles, California 90071-1560
Tel: +1.213.485.1234 Fax: +1.213.891.8015
www.lw.com

FIRM / AFFILIATE OFFICES

Beijing	Moscow
Boston	Munich
Brussels	New York
Century City	Orange County
Chicago	Paris
Dubai	Riyadh
Düsseldorf	San Diego
Frankfurt	San Francisco
Hamburg	Seoul
Hong Kong	Shanghai
Houston	Silicon Valley
London	Singapore
Los Angeles	Tokyo
Madrid	Washington, D.C.
Milan	

July 26, 2021

VIA EMAIL

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

Re: Sixth Street PARC Draft EIR Comments

Dear Dr. Rebstock:

We are writing on behalf of our clients, RCS VE LLC, the joint venture for development of the 670 Mesquit project adjacent to the City's proposed Sixth Street Park, Arts, River & Connectivity Improvements (PARC) Project. Our clients include Frank and Vince Gallo, the property owners of Rancho Cold Storage and of portions of the site proposed for the PARC. Recognizing that our clients have been in the City entitlement process for the 670 Mesquit Project since 2017, we appreciate the opportunity to comment on the Draft EIR for the PARC Project.

In general, we believe the PARC Project and the 670 Mesquit Project are very compatible in intent, and our clients support this major investment to create public recreational space in areas underneath and adjacent to the Sixth Street Viaduct. There are several points of clarification, however, which we respectfully request should be addressed with our clients prior to the Final EIR for the PARC Project.

As background, the 670 Mesquit Project contains approximately 1,800,000 square feet of floor area on an approximately 5.45-acre site. The project will provide creative office space, a 236-room hotel, 308 units of multi-family housing (including affordable housing consistent with Measure JJJ standards), general retail uses, restaurants, an event and gallery space, and a gym. The project also includes substantial open space and has the potential to enliven the riverfront between 7th Street and the under construction Sixth Street Viaduct. In addition to landscaped areas, pedestrian passageways and walkways, viewing platforms, above-grade landscaped terraces and pool decks, the project includes an innovative proposal to provide a publicly accessible multi-use deck along the Los Angeles River. This river access harmonizes with the PARC Project.

As noted above, the PARC Project includes areas owned by our clients ("Park Easement Area"). Frank and Vince Gallo, longtime stakeholders in the Arts District, are making this portion of the PARC Project possible through a prior agreement entered into with the City in

connection with negotiations for construction easements on the Gallos' property for the Sixth Street Viaduct. Under that agreement, the City agreed that the PARC Project shall not "in any way interfere with the Gallos' application for the entitlement of the 670 Mesquit Project...." In addition to the Park Easement, the Gallos also provided easements for the construction, operation, and maintenance of the Sixth Street Viaduct Replacement Project. Our clients' continuing accommodation has contributed greatly to the realization of the PARC Project

We would like to obtain greater clarity regarding the following points as to the PARC Project.

1. Limit boundaries to ensure the Project will not interfere with 670 Mesquit. The PARC Project EIR describes that Phase II would include the installation of reinforced concrete planted terraces on up to approximately 20,000 square feet of the west and east banks of the LA River channel. However, these railroad properties are not included in the PARC Project conceptual design that the City has presented to stakeholders. The EIR also depicts the PARC Project Area extending to Seventh Street along the banks of the Los Angeles River. This boundary includes the railroad properties adjacent to our clients' properties, where the 670 Mesquit Project multi-use deck is proposed. The 670 Mesquit Project has recently achieved agreement with Amtrak on an MOU for the necessary rights to construct over the Amtrak property. We would like to ensure that Phase II of the PARC Project will not interfere with the 670 Mesquit Project or the proposed deck, which is a significant public benefit.

2. Include Sixth Street Metro Station. We would like to request that the Sixth Street Metro Station be included in the PARC Project plans. The Arts District/6th Street Station Project Notice of Preparation was recently released, identifying a location adjacent to the PARC Project and 670 Mesquit. However, the PARC Project does not fully embrace the potential synergies between the Arts District/6th Street Station Project, the 670 Mesquit Project, and the PARC Project. We appreciate that MM-TRANS-4 would reserve space to accommodate access to the future station, and we respectfully request that additional analysis and commitment be made now to reflect the proposed new station in the PARC Project plans. We also look forward to continuing discussions with Metro and you regarding how the Arts District/6th Street Station will be integrated with both the PARC and the Mesquit Project.

3. Clarify shared uses for portions of the Park Easement Area. As noted above, our clients have an agreement with the City whereby the City has the option to obtain the Park Easement Area, subject to our clients retention of rights to continue to use that area. Specifically, we are concerned with a potential inconsistency between the PARC Project conceptual design and the 670 Mesquit Project. The 670 Mesquit Project proposes to use some of the Park Easement Area for the project's groundwater retention wells, as depicted on the attached LID Drywells Layout Diagram. The diagram is based on LID volume calculations and preliminary drywell sizing analysis. As site storm drainage design continues, we look forward to coordinating with the PARC design team to take these retention wells into account to avoid any interference.

LATHAM & WATKINS^{LLP}

4. Confirm security plans for Park Easement Area. The 670 Mesquit Project will ensure that appropriate security is provided onsite, and it is important that the same commitment is provided by the City for the adjacent PARC, including the Park Easement Area. Recognizing that the Park Easement Area consists of passive recreational uses, if not correctly programmed and adequately funded for proper security and enforcement, the area could become problematic. Accordingly, we would like to request coordination with respect to the City's plan to address potential encampments of unhoused individuals and security issues. In particular, we would like to understand plans for the security of the proposed amphitheater.

5. Ensure appropriate mitigation for potential traffic and parking impacts associated with the PARC Project. What is being proposed with respect to traffic management and/or transportation enhancement? What has been done to ensure adequate parking for visitors to the PARC Project?

Thank you very much for your time and attention. Our clients look forward to ongoing coordination between the PARC Project and 670 Mesquit Project.

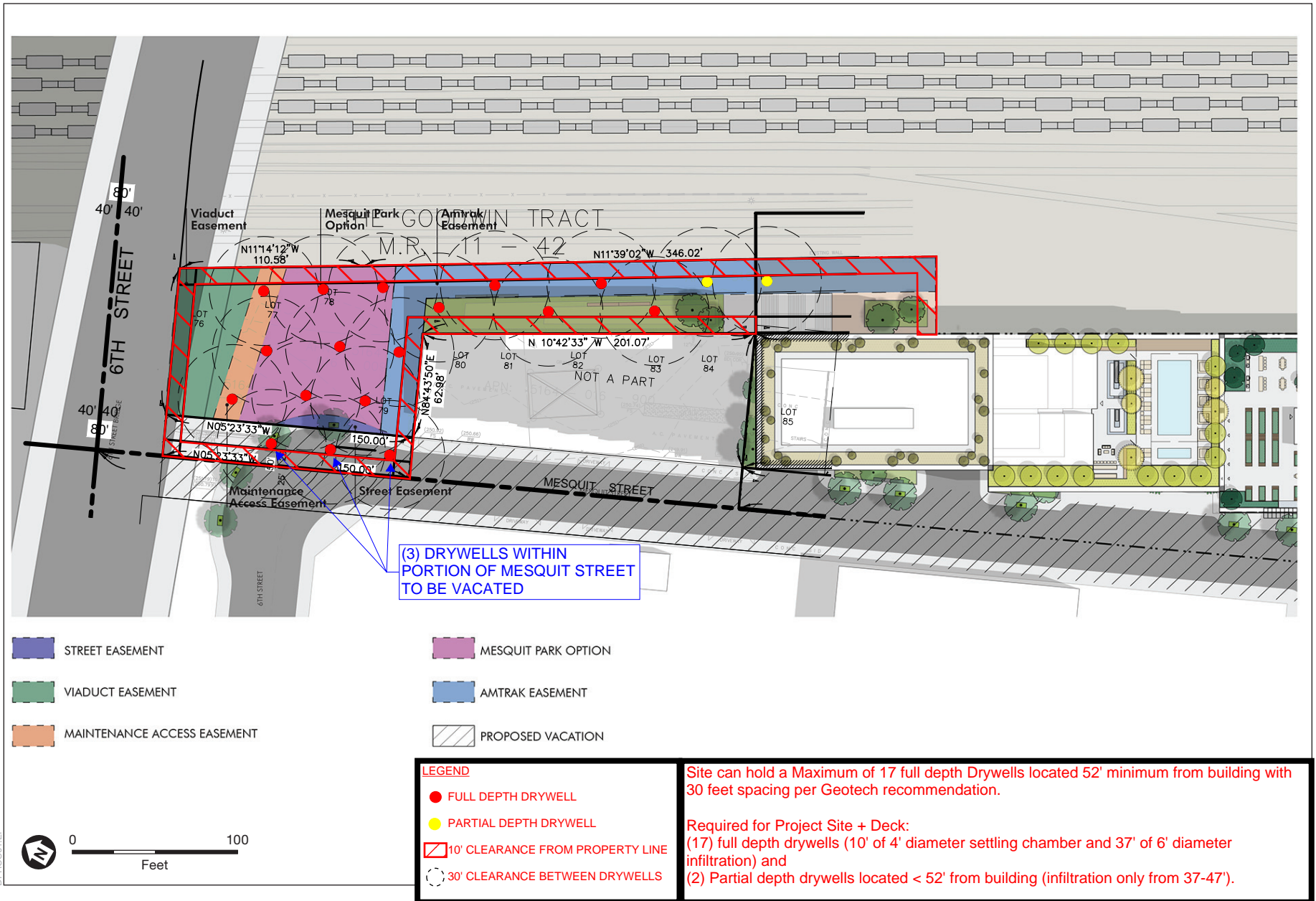
Very truly yours,

A handwritten signature in black ink, appearing to read 'B. Hanelin', with a long horizontal flourish extending to the right.

Benjamin Hanelin
of LATHAM & WATKINS LLP

cc: Mr. Zach Vella
Mr. Frank Gallo
Mr. Vince Gallo
Mr. Michael LoGrande
Cindy Starrett, Esq.
Derek Galey, Esq.

LID Drywells Layout Diagram



SOURCE: Bjarke Ingels Group with Gruen Associates, 2017

670 Mesquit

kpff 09/27/2018

Figure A-4
City Easements



This page is intentionally blank

STUDIO- MLA

251 South Mission Road
Los Angeles, California 90033
T. 213 384 3844

studio-mla.com

July 26, 2021

RE: Sixth Street PARC

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

Dear Dr. Rebstock:

As owners and stakeholders within a 5 mile radius of the park, we appreciate the improvements being proposed for this project. Without having time to really study the documents in the EIR, I would be interested to uncover why the design is so complex. One can assume it is based on the community's aspirations for the project.

It would be interesting to know what the acoustical factors are given the performance stage located under the viaduct.

We would appreciate notifications as we are located within a mile of the park, we are land owners and 20 of us are residents within a 5 mile radius.

We received a notification two days after the meeting on July 14.

We look forward to meaningful participation by our team in the future.

Sincerely,



Mia Lehrer
President

STUDIO-MLA

P2S Engineering, Inc.

October 12, 2017

Page 2 of 8



COURT REPORTING

LEGAL VIDEOGRAPHY

VIDEOCONFERENCING

TRIAL PRESENTATION

MOCK JURY SERVICES

LEGAL TRANSCRIPTION

COPYING AND SCANNING

LANGUAGE INTERPRETERS



**CITY OF LOS ANGELES
PROPOSED SIXTH STREET
PARK, ARTS, RIVER, AND
CONNECTIVITY IMPROVEMENTS
(PARC) PROJECT**

PUBLIC MEETING

**HELD IN PERSON AND VIA ZOOM ON
WEDNESDAY, JULY 14, 2021
6:30 P.M.**

**6381 LINDENHURST AVENUE
WEST HOLLYWOOD, CALIFORNIA 90048**



NAEGELI
DEPOSITION & TRIAL



(800) 528-3335

NAEGELIUSA.COM

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

PUBLIC MEETING

HELD IN PERSON AND VIA ZOOM ON

WEDNESDAY, JULY 14, 2021

6:30 P.M.

MR. LAM: Hi. Good evening, and thank you for joining us tonight for our meeting. Before we proceed, I will have Miguel Luna provide information on the Spanish translation. Go ahead, Miguel.

MR. LUNA:
SPANISH] Back to you, Gary.

MR. LAM: Thank you, Miguel.
Good evening again, everybody. My name is Gary Lam from the City of Los Angeles, Department of Public Works, Bureau of Engineering. I am the City Project Manager in charge of delivering the Park Development Project that we are presenting tonight.

I am also joined by my colleague, Dr. Jan Green Rebstock, from the Bureau's Environmental Management Group. She will provide an overview of the environmental findings for the project.

Before we get going tonight, I would like to introduce Nate Hayward from Council District No. 14. Nate is the Capital Projects Director, and he would like to say some welcoming statements. Nate?

1 **MR. HAYWARD:** Thank you so much, Gary, and
2 I hope everybody can hear me. I just want to thank
3 so much everybody for attending tonight. Council
4 Member, Kevin de Leon, is extremely committed to
5 providing this crucial park space to the Boyle
6 Heights and Arts District community. This will
7 bring over 12 acres of open space, much needed in
8 both of these communities with a variety of
9 amenities from sports fields to dog parks,
10 playgrounds, arts plaza, and, obviously, whatever
11 access.

12 So we're very, very excited for this
13 project. We hope everyone makes your voice heard.
14 Please provide comments and questions. We've got a
15 great presentation for you tonight and please stay
16 engaged. Thank you, Gary.

17 **MR. LAM:** Okay. Thank you, Nate. Okay.
18 Like, Nate said, we have a wonderful meeting
19 tonight. Let's go ahead and start with our agenda.

20 Next slide, please. What we're going to
21 do is we're going to go ahead and present a broad
22 overview of the California Environmental Quality
23 Act, Environmental Review Process, also known as
24 CEQA.

25 Next, I will present the proposed project

1 called the Sixth Street Park Arts and River
2 Connectivity Project, as better known as the PARC
3 Project.

4 And, finally, Jan will review the findings
5 from the Draft Environmental Impact Report or EIR.
6 Once we are done, we will open it up to receive
7 public comments.

8 As Miguel Luna stated, Spanish translation
9 is available, and the meeting transcript will be
10 posted online. Please indicate if you'd like to
11 provide a brief comment following the presentation.
12 Each speaker will be given one to two minutes to
13 speak depending on a number of speakers.

14 Next slide, please. Well, before I
15 proceed any further, let's go ahead and talk about
16 the rules for tonight's meeting or the meeting
17 norms.

18 First, only presenters will be on camera
19 during the Project Overview portion.

20 Next, if you like to speak during the
21 comment period, please use Chat to write your name
22 to indicate you would like to provide a comment
23 following the presentation. Each speaker will be
24 given one to two minutes to speak depending on a
25 numbers of speakers. Please provide us your full

1 name now on Chat to make sure we call on you. You
2 will be unmuted when it is your turn to speak, and
3 we will give you a 10-second prompt to finish your
4 statement when your time is up. Please be aware
5 we're going to have a clock on your screen, so keep
6 an eye on that clock. All right.

7 Next slide, please. I'll go ahead and
8 hand it over Jan at this point to go over the CEQA
9 review process. Jan?

10 **MS. REBSTOCK:** Thanks, Gary. So, briefly,
11 we started our California Environmental Quality Act
12 Review Process in the spring of 2017, where we
13 prepared an initial study outlining all the
14 potential environmental impacts that could result
15 from the proposed project. And we released that for
16 public review and had a public meeting and shared
17 that with you and asked for some feedback.

18 And then we went back and prepared a slew
19 of technical studies, and those are now being
20 presented in the Draft EIR, which is available for
21 review right now. We released that on May 27th, and
22 we are accepting comments on the technical documents
23 through July 26th.

24 After we close the comment period, we'll
25 look at all the comments that we've received, see if

1 any changes need to be made and address those
2 comments, and you'll see that in a final EIR
3 document, which we hope to release this fall or
4 winter.

5 At that point, we will move forward with
6 the certification process and bring it to the City
7 Council for consideration. Back to you, Gary.

8 **MR. LAM:** Thank you, Jan. Okay.

9 Next slide, please. All right. So we are
10 getting right into the project here. So, in this
11 slide, we were showing you the location of the
12 proposed PARC Project. Again, PARC stands for Park
13 Arts and River Connectivity. The project is
14 approximately 13 acres large and follows the
15 alignment of the new Sixth Street Viaduct.

16 As you can see here, the western boundary
17 of the park is at Mateo Street in the Arts District,
18 and the eastern most boundary of the project is at
19 the 101 Freeway in Boyle Heights. The park crosses
20 Sante Fe Avenue, the LA River, Mission Road,
21 Anderson Street and Clarence Street. Next slide
22 please.

23 All right. So, in developing the PARC
24 Project, what are our project objectives? First, we
25 want to serve the open space and recreational needs

1 of the surrounding communities.

2 Next, we desire to connect and improve
3 neighborhoods.

4 Third, we want our design to be
5 sustainable and consistent with the City's plans and
6 goals.

7 Fourth, we want to encourage active modes
8 of transportation and public transit.

9 Fifth, we want to promote beneficial
10 stormwater capture.

11 And, finally, we want to provide safe
12 pedestrian and bicycle access to the river.

13 Next slide please. And here is our
14 current Project Design. Now, keep in mind, this is
15 a community driven design. What that means is that
16 -- well, many of you in the audience will recall
17 that we had a total of six large community meetings
18 back in 2017 and 2018 along both sides of the river
19 to receive your input as to what features you wanted
20 to see in the park.

21 In the early stages of the conceptual
22 design, we took polls, both online and in person,
23 and received a lot of feedback. You voted on the
24 features that were the most important, and we
25 listened. The theme that the community selected is

1 called Canopy and Objects.

2 Canopy and Objects is basically a balance
3 of active recreation, passive recreational space and
4 plenty of shade trees. And, because the park is
5 very linear, it has been divided into four segments
6 to help with our presentation tonight here.

7 And you can see on the screen here the
8 four different segments that I'm talking about.
9 It's called the West Park, Arts Plaza, River Gateway
10 and East Park. And we're going to go ahead and walk
11 you through each of the sections right now.

12 Next slide, please. Okay. What we're
13 going to do is we're going to start with the West
14 Park. Now, West Park is bounded by Mateo Street on
15 the west and Santa Fe Avenue on the east. In this
16 section of the park, there will be a flexible play
17 and performance lawn, a raingarden, seating areas, a
18 large and small dog park, exercise equipment and
19 general landscaping. West Park will also have the
20 pedestrian ramp that touches down onto the park from
21 Viaduct. And then, as you can see, the yellow
22 square is the space that will have the public
23 restroom building and a food vending building as
24 well.

25 Next slide, please. Here, we are simply

1 showing you an aerial view of the West Park. Again,
2 you can see how the ramp from the Viaduct provides
3 access between the park and the bridge above.

4 Next slide, please. All right. We're
5 going to make our way eastward now. We're still on
6 the west side of the river, and this next area is
7 called the Arts Plaza. This area of the park will
8 feature a performance stage for events. There will
9 be a concrete terrace seating for people to watch
10 performances as well. This area is also the
11 entrance for the River Gateway, which is the
12 existing Sixth Street Tunnel. And just south of the
13 Arts Plaza along Mesquite Street, we are planning to
14 have a future mobility hub, which may include bike
15 share stations and also electric vehicle charging
16 stations.

17 Next slide, please. And next here we're
18 just basically showing you the aerial view of the
19 Arts Plaza. Okay. And then here's another view
20 closeup of the Plaza, and here you can see the stage
21 and these concrete seating areas.

22 Next slide, please. All right. So now
23 we're going to cross the river and move over to the
24 East Park. The East Park has the most of our active
25 recreational space. It's going to feature U10 and

1 U8 synthetic turf field, two flexible performance
2 lawns, which can basically be used for performances
3 or recreational spaces or simply relaxing. And
4 there's going to be picnic and grilling areas, an
5 adult fitness equipment area, a children's
6 splashpad, a dog park. We're going to have public
7 restrooms along East Park as well. There's going to
8 be a Recreational and Parks staff office building.
9 There's going to be a flexible court that could be
10 used both basketball and volleyball. There's going
11 to be walking and jogging paths. And then there's
12 going to be a space reserved for a future skate park
13 and also a future children's playground area.

14 Okay. Next slide please. And here's
15 simply a rendering looking towards Boyle Heights,
16 and you see the oval in the front. That's the
17 basketball court area. And you can see in gray, the
18 oval in gray, kind of in the middle there. That's
19 going to be the restroom building.

20 Next slide, please. And here's simply a
21 rendering showing the synthetic turf field. Again,
22 this is going to be a U8 and U10 turf field.

23 Next slide, please. And then, on this
24 rendering here, this is showing the dog park, east
25 of Clarence Street. You can see the dog park kind

1 of in the background there.

2 Next slide, please. And then, finally,
3 the last segment of the project here is the River
4 Gateway. This is just a concept at this stage, and
5 it basically shows the potential of creating a
6 landscape terrace along the river bank. Again, it's
7 a concept only at this stage.

8 Next slide, please. Okay. So where we
9 are at in terms of getting the project into
10 construction? Well, the PARC Project, construction
11 duration is going to be approximately 24 months, and
12 it may be open to the public in phases, all right?
13 And construction is anticipated to occur after the
14 Viaduct is completed in 2022, and the park
15 construction will last through 2024.

16 Okay. Next slide, please. Okay. Now, I
17 would like to hand it over to Miguel to make another
18 announcement about Spanish translation again.
19 Miguel?

20 **MR. LUNA:**
21 SPANISH] Back to you, Gary.

22 **MR. LAM:** All right. Thanks, Miguel. All
23 right. So, next, I'm going to go ahead and hand it
24 over to Jan to discuss the Draft Environmental
25 Impact Report Findings. Jan?

1 **MS. REBSTOCK:** Thanks, Gary. So, yes, we
2 looked at a range of issues in the draft EIR. You
3 can see those listed on the screen as part of the
4 presentation, and I will step through a few of those
5 in detail with you in a moment, but I would just
6 like to be happy to report that we were able to
7 address or avoid all of the environment impacts
8 associated with the proposed project, either through
9 using best management practices or applying
10 mitigation measures or changing the project design
11 or construction approaches to reduce those impacts.
12 So, therefore, all impacts were found to be less and
13 insignificant, which is great.

14 Okay. Next slide. Okay. So regarding
15 aesthetics or visual resources, we are using some
16 best management practices, such as using project
17 lighting for events and recreational activities to
18 be designed to Recreation and Park Department
19 standards. We are also requiring construction
20 lighting to be shielded and directed away from other
21 land uses.

22 Regarding air quality, to control
23 emissions from construction equipment and vehicles,
24 we are requiring that Tier 4 engines be used and
25 newer trucks as haul trucks and cleaner engines for

1 construction equipment. And fugitive dust controls
2 and idling restrictions are required.

3 Related to biological resources, we do
4 have some bats and nesting birds in the area, and
5 they could be disturbed by light and noise from the
6 project. So we are requiring preconstruction
7 biological surveys before construction begins to
8 understand where those populations might be and how
9 to avoid them.

10 Next slide please. Okay. Related to
11 cultural resources, we are requiring archaeological
12 monitoring during excavation during the construction
13 process, and we also are going to have Cultural
14 Tribal Resources Sensitivity Training and some
15 monitoring by a tribe in certain areas of the park
16 during excavation.

17 Related to hazards and hazardous
18 materials, the project construction will require
19 removal of contaminated soils, and there's many
20 different classes of waste on the site. Additional
21 soil remediation may also be required during that
22 process and site specific health and safety plans
23 are going to be used. Related to population and
24 housing, we found that the project will not
25 construct new homes or businesses and that it is

1 designed to serve the local community with
2 occasional regional events, so the project is not
3 growth-inducing.

4 Next slide please. Okay. Regarding
5 traffic. We do have several mitigation measures in
6 place. We will reserve space on the site for a bike
7 share hub, which Gary referred to earlier, and a
8 mobility hub. And access to the future proposed
9 Sixth Street Metro Station will be made available.
10 There will be a designated rideshare pick-up and
11 drop-off zones, and we are also requiring event
12 parking and transit management plans for large
13 events.

14 Okay. Regarding noise, a construction
15 noise management plan will be required and a public
16 liaison will be appointed to address concerns,
17 including those related to noise during construction
18 activities. Public notification of construction
19 hours and activities will be provided and sound
20 barriers will be used as needed.

21 Regarding water quality and hydrology,
22 there is a public safety plan related to flooding,
23 which shall be prepared and included, and it will
24 include an evacuation plan and protocols for
25 protecting [FROZEN SCREEN.]

1 **MR. LUNA:** Jan, this is Miguel. I think
2 you're frozen. Jan, did you get that? Gary, you
3 want to take this slide for now?

4 **MR. LAM:** Sure. Okay. So the purpose of
5 this meeting tonight is really to have you guys, of
6 course, hear the findings about the Environmental
7 Impact Report, at least the summary findings, and
8 also to have you guys provide your verbal comments
9 for the meeting.

10 Okay. So we have a written comment card,
11 which you guys can complete and submit. And, also,
12 you guys can send email comments to Jan. Her email
13 is up on this slide here. It's
14 Jan.Green.Rebstock@lacity.org, and in the subject
15 heading, please put Sixth Street PARC Project, along
16 with your contact info and mailing address. And you
17 can submit the comment card by letter by mail to the
18 following address here:

19 Bureau of Engineering/ Department of Public
20 Works

21 Attention: Dr. Jan Green Rebstock.

22 1149 S. Broadway, Suite 600

23 Los Angeles, California 90015

24 And very important to keep in mind the due
25 date, okay? So the comments are due no later than

1 July 26, 2021, okay? Again, comments need to be
2 submitted by July 26, 2021. Okay. And tonight
3 we're also going to receive your public feedback
4 here in this presentation meeting tonight as well.

5 So we'll go onto the next slide here. Do
6 we have a next slide here? Okay. Did you want to
7 go ahead and talk about Spanish translation again,
8 Miguel?

9 **MR. LUNA:** Sure. Thank you.

10 **MR. LAM:** Okay.

11 **MR. LUNA:**

12 SPANISH] Back to you, Gary.

13 **MR. LAM:** Thank you, Miguel. Yeah, I see
14 that Jan has joined us again.

15 Jan, I went ahead and talked about the
16 public comment review period and the due date for
17 receiving written public comments. And we kind of
18 lost you, I think, prior to that slide. Did you
19 have any further comment or presentation material to
20 make prior to that slide where we asked for public
21 comments?

22 **MS. REBSTOCK:** No, the information I was
23 going to share is pretty much drawn out on the
24 slide, so it's there for reference. And, yeah,
25 please send us your comments. We're happy to take

1 them tonight. We're happy to take them by email
2 later. You have until the 26th.

3 **MR. LAM:** Okay. I'll go ahead and hand it
4 to you, Miguel, to see if what comments we have
5 available tonight.

6 **MR. LUNA:** Gary, at this moment, we have a
7 typed comment from Mr. Martin Torres, just asking a
8 question of will Metro have a bike station, but,
9 other than that, nobody, at this moment, has signed
10 onto make public comments. Perhaps, if you want to
11 wait a couple of minutes and see if people are
12 thinking through, that might --

13 **MR. LAM:** Yes.

14 **MR. LUNA:** -- be good.

15 **MR. LAM:** Yeah, that's an excellent idea,
16 Miguel. So we're good on time right now, so we will
17 definitely pause -- well, we'll go ahead and wait a
18 few minutes for comments to roll in.

19 **MR. LUNA:** Okay. It looks like we have
20 Frank Gallo, and Frank, I will be permitting you to
21 allow you to speak live, so give me one second to do
22 that. So it's Frank, so --

23 **FRANK GALLO:** Can you hear me?

24 **MR. LUNA:** Yes, we can, Frank. Go ahead.

25 **FRANK GALLO:** The only question I had, you

1 know, in this design, are we still taking into
2 consideration the future Sixth Street Stop in terms
3 of on the west side of the flood control and on the
4 south side of the Sixth Street Bridge?

5 **MR. LUNA:** So, Gary, and just if you can
6 clarify that. What the process is today for these
7 comments?

8 **MR. LAM:** Yes, so tonight we're listening
9 to the public comment. We're going to take your
10 comments back, and then issue a written response
11 later on. Thank you for your comment, Frank.

12 **FRANK GALLO:** Thank you.

13 **MR. LUNA:** Thank you, Frank. We'll go
14 ahead and wait a few more minutes for comments to
15 come in.

16 **MR. LUNA:**
17 SPANISH] Kat, I see that you've made a comment on
18 Chat. Would you like to articulate that live with
19 us, Ms. Kat Halsey? Okay. So Ms. Halsey -- Gary,
20 if you don't mind, she said she's on a phone and
21 unable to make that comment, so would you like me to
22 read it out loud so that it's states for the record?

23 **MR. LAM:** Sure, please go ahead and do so,
24 Miguel.

25 **MR. LUNA:** Okay. So, Ms. Kat Halsey says

1 that, verbatim:

2 "This seems like a disappointing lack of
3 green space in a heavily built up area, yet
4 consideration for the river entrance has not even
5 been drafted. When my progress on some natural
6 space be undertaken?"

7 So that is her comment, and we've captured
8 that on Chat, and we'll make that to submit as
9 formal. Thank you so much, Ms. Halsey.

10 Martin Torres, would you like to make your
11 comment live? Okay. Martin says he doesn't have a
12 microphone, so I'll go ahead and read that publicly
13 for the record. Martin Torres says:

14 "Does the City plan to, over time, turn
15 the river into a usable park?"

16 And that's his comment for the record.
17 Thank you so much, Martin, for participating.

18 Gary, in the meantime, I'm going to go
19 ahead and, again, post the link to where people can
20 find the Draft EIR and the project.

21 **MR. LAM:** Thank you.

22 **MR. LUNA:** Gary, at this moment, we don't
23 have any additional comments from the public. I'll
24 leave it up to you.

25 **MR. LAM:** Okay. Okay. Right now it's

1 7:09. Why don't we stay until at least 7:15. Is
2 everybody okay with that? All right. I just want
3 to make sure everybody can get in their comments if
4 they could.

5 Miguel, do we need to remind them about
6 using the Chat feature or anything, or is everybody
7 able to use that okay?

8 **MR. LUNA:** Yeah, Chat is abled.

9 **MR. LAM:** Okay.

10 **MR. LUNA:** And, if you're interested in
11 making a comment, even if it's a brief comment, you
12 can type it in Chat. If you're shy of going
13 onscreen, please type it, and I'll be happy to read
14 it so that the public hears it. You know, this is a
15 very important project for the community, so your
16 input is highly appreciated and very much needed so
17 don't be shy.

18 Again, if you don't want to articulate it,
19 please feel free to type it in. I'd be happy to
20 read it along with your name for the record, but I'm
21 also happy to promote you as a panelist to be able
22 to speak to all of us.

23 Gary, there is a question. Mr. John
24 English mentioned that he got on late:

25 "Will this be available to review at a

1 later date?"

2 **MR. LAM:** Okay. So, yeah, I see the
3 comment there. Okay. So the transcript is going to
4 be available. Although the meeting is being
5 recorded, it's only available for the internal staff
6 to do transcription services only. So the recording
7 is not going to be made public, but the
8 transcription is going to be posted or the
9 transcript is going to be posted. Okay. So I see -
10 - okay, thank you, Jan. So there's a question here.

11 Oh, did you want to go ahead and read it,
12 Miguel? I didn't want to overstep here.

13 **MR. LUNA:** No, not at all, Gary. That was
14 a question from me to you. I was just --

15 **MR. LAM:** Okay. Yeah, so there's a
16 question.

17 "Will the presentation be available
18 online?"

19 And Jan just responded via the Chat "It
20 will be available online."

21 **MR. LUNA:** There's also another question
22 from Mr. English asking if this is the last meeting
23 before the closing of the comment period, July 26th.

24 **MR. LAM:** Well, this is the only public
25 meeting that we're having on this, but, again, we

1 are receiving all written comments by July 26th, so,
2 please get those comments in by that date.

3 **MR. LUNA:** Okay. And then we -- Malissa,
4 I'm going to read your question as a request of
5 sorts. She says:

6 "Can we request a pickleball court?"

7 So Malissa Strong is asking, for her
8 comment, is to have a pickleball court.

9 And we do have -- Veta Gashgai would like
10 to make a public comment, so Veta, I'm going to go
11 ahead. You'll get a prompt from me that will allow
12 you to talk. So, and I will share my screen to have
13 the two minutes, so if you start sharing yours. Go
14 ahead, Veta. Veta, if you're unable to make your
15 comment, there is a button that would allow you to
16 speak, so if you could see that on your screen,
17 that's the prompt. You need to accept that. I'm
18 going to send you another prompt now, asking you to
19 unmute. There we go.

20 **VETA GASHGAI:** Hello?

21 **MR. LUNA:** Yes, we can hear you. Go
22 ahead.

23 **VETA GASHGAI:** Hello?

24 **MR. LAM:** Yes.

25 **VETA GASHGAI:** Hi, I don't know if you can

1 hear me, but I live close to the bridge, and I just
2 -- you know, we have a lot of problems with the
3 homeless crisis and also a lack of maintenance
4 departments. For example, sanitation, we don't have
5 street sweeping on our major streets, and our
6 trashcans are constantly overflowing. We don't have
7 sufficient city services.

8 And how are you guys are going to help us
9 to keep it clean at the park? Because we already
10 have a problem with things being maintained as it
11 is.

12 **MR. LAM:** Okay. Thank you for that
13 comment, Veta. Comment noted.

14 **VETA GASHGAI:** Hello?

15 **MR. LAM:** Hello, yes. Did you hear me?
16 Yes, we noted your comment. Did you have further --

17 **VETA GASHGAI:** No.

18 **MR. LAM:** -- questions to ask, or any
19 concerns?

20 **VETA GASHGAI:** No, sir. That's it. Thank
21 you.

22 **MR. LAM:** Okay. Thank you.

23 **MR. LUNA:** Gary, we have a comment from
24 Lori Atwater:

25 "Will I be able to provide" -- oh, Lori,

1 yes, I'm going to -- sorry -- I'm going to go ahead
2 and give you talking permission, Lori. Look for a
3 prompt on your computer.

4 **LORI ATWATER:** Can you hear me?

5 **MR. LUNA:** Yes, please go ahead.

6 **LORI ATWATER:** Hello. My name is Lori
7 Atwater, and I live on Clarence Street and 1st,
8 which is about four blocks from the site.

9 **MR. LAM:** Lori, please wait.

10 **LORI ATWATER:** Hello?

11 **MR. LUNA:** Hello, yes. I can hear you.

12 **LORI ATWATER:** So my question is that
13 during the preliminary design phase, I raised the
14 request that the EIR incorporate study of the
15 surrounding homeless population and how the Sixth
16 Street Bridge Project would impact that population.
17 It's substantial.

18 And I was told at the time by a city
19 engineer that incorporating homelessness or that
20 that wasn't a component of the housing element. And
21 so my question is: how will the impacts to the
22 existing homeless population be mitigated during and
23 after construction of the Sixth Street Bridge?

24 **MR. LAM:** Okay. Thank you for that
25 comment, Lori. You still have 49 seconds. Did you

1 have any further comments?

2 **LORI ATWATER:** No, the concern is just
3 that --

4 **MR. LAM:** Okay.

5 **LORI ATWATER:** -- the homeless would be
6 under the bridge.

7 **MR. LAM:** Okay. Noted. Thank you.

8 **LORI ATWATER:** Thank you.

9 **MR. LUNA:** All right, Gary, we have Sol
10 Marquez next who would like to make a comment, and
11 so give me one second, and I will allow you to do
12 that. Please look for a prompt on your computer.
13 Sol, please go ahead.

14 **SOL MARQUEZ:** Awesome.

15 **MR. LUNA:** Thank you.

16 **SOL MARQUEZ:** I think it worked, right?

17 **MR. LUNA:** Yes, it did. We can hear you
18 just fine. Please proceed.

19 **SOL MARQUEZ:** Awesome. Thank you so much.
20 I also live in Boyle Heights, and, you know, there
21 are concerns about homeless people, but also I would
22 say that hopefully things can stay culturally
23 appropriated as well. I did see the presentation
24 that you made, and it was wonderful. It looked
25 beautiful.

1 And I know that, you know, there's, like,
2 a push to try to have a little Tokyo area renamed as
3 the Arts District, right? It's, like, a new thing,
4 but I would like to hopefully see some reference to,
5 at least, you know, Little Tokyo, Japanese culture,
6 especially on that side of the bridge and then
7 closer to us.

8 You know, I'm not sure what they're
9 calling Boyle Heights. Maybe a continuation of the
10 Arts District, but, you know, the culture here is
11 very Chicano, is very Mexican-American, very Latino,
12 and hopefully there's some kind of, you know,
13 cultural aspect to making sure that the area fits in
14 with that, right?

15 It looked gorgeous, and I also would echo
16 what Veta said regarding cleanliness, because, you
17 know, we do have a lot of parks in Boyle Heights,
18 like, Hollenbeck Park, which is another beautiful
19 park, but maintenance is an issue.

20 And sometimes, you know, ourselves, the
21 community, especially Veta and her project. She
22 runs a project that's completely voluntary and
23 sometimes it ends up being on our shoulders as
24 residents of Boyle Heights.

25 So we hope that, you know, that can be

1 addressed and as well as, you know, just like
2 safety. We don't want there to be cops called
3 because a lot of issues do revolve around the cops
4 and, especially, in Boyle Heights with police
5 brutality. But, yeah, I hope that this stays within
6 the community and the public, and it appeals to us.
7 Thank you.

8 **MR. LAM:** Thank you for that comment, Sol.

9 **MR. LUNA:** We don't have anybody else in
10 the queue at this point, Gary, but it's your call.

11 **MR. LAM:** Okay. Okay. Again, let's go
12 ahead and remind everybody that this your
13 opportunity to make a public comment as Miguel --
14 oh, I see someone is raising their hand.

15 **MR. LUNA:** Yeah, okay, great.

16 **MR. LAM:** Okay.

17 **MR. LUNA:** Malissa Strong, give me one
18 second, and I'll give you -- allow you to speak.

19 **MALISSA STRONG:** Hi, everyone. Thank you
20 very much for having this meeting today, and my name
21 is Malissa Strong, and I'm actually the past
22 president of the Boyle Heights Historical Society.
23 And do I -- and was actually doing meetings about
24 the Viaduct Project early on and was very pleased to
25 be in the meeting when they decided to make it a

1 contest to get this incredibly dynamic project
2 that's in progress right now.

3 I guess, my question is about -- it's
4 really about equity, right? I mean, it's become in
5 many ways this sort of east versus west side in
6 terms of what the park will look like. And I'm the
7 one who wrote about pickleball. I like pickleball.

8 And I know a lot of questions are about --
9 I live literally across the street from Hollenbeck
10 Park and the homeless population, and the issues
11 regarding that community are complicated and
12 contentious, as many people know. And so I don't
13 know if there is any easy answers about that, and
14 for a city the size of Los Angeles, there aren't
15 real answers about how that will be mitigated.

16 But, I guess, my bigger issue is that
17 whatever we see in the end, that there is parity on
18 both sides. My neighbor's dog is barking. I'm
19 sorry. Parity about how the park is going to look
20 in terms of programming, in terms of infrastructure,
21 in terms of activity and that's actually my biggest
22 concern.

23 But I am very pleased about the conduct
24 and the construction of the bridge. I see it daily
25 because I can -- you know, I can actually literally

1 walk from my home or drive by and see the
2 construction progress, and it's great. And it's
3 very commendable the efforts that have been made on
4 the part of the organizations and the architects and
5 the construction crews that are working on it.

6 And then, like, we'd like to see that
7 continue on through programming and infrastructure
8 after completion. Thank you very, very much, Staff
9 and Council people for your attention to this.

10 **MR. LAM:** Thank you, Malissa. Comment
11 noted. Thank you.

12 Okay. And just to remind everybody to
13 either use the Chat function or raise your hand to
14 provide a public comment. We're going to go ahead
15 and make a last call for public comments. We'll
16 give everyone another minute or two to try to get
17 their comments in. Again, this is the last call for
18 public comments.

19 Miguel, can you also go back to the slide
20 where people can submit their written comments in by
21 the 26th? I just want to -- thank you.

22 So, if anyone is shy or they don't -- they
23 haven't come up with any comments yet, but feel that
24 they're going to have some comments in the next few
25 days, please send your comment into Jan. Again, you

1 do see the email in front of you on that slide.
2 It's Jan.Green.Rebstock@lacity.org, or you can also
3 submit a comment via mail, and the address is right
4 there, is being highlighted right there with the
5 pointer of the mouse.

6 Okay. Again, I do remind everybody to
7 submit their comments by July 26th. Okay. So, you
8 guys have ample opportunity to provide your public
9 comment. Again, we'll make one last call one more
10 time for public comment for tonight's meeting,
11 presentation.

12 Miguel, are there any more comments coming
13 in from the Chat right now?

14 **MR. LUNA:** Nope. The last comment we have
15 here is from Malissa, thanking us again --

16 **MR. LAM:** Okay.

17 **MR. LUNA:** -- for having this session.

18 **MR. LAM:** Okay. I will give one more
19 minute here. Again, this last minute is to provide
20 comments for the public hearing. Okay. I do thank
21 everybody for taking time from their busy evening
22 tonight to attend our meeting.

23 So, again, please submit any comment you
24 have by the 26th. I know I'm repeating myself, but
25 please get those comments in either via email to Jan

1 in the email there, or submit via comment card by
2 mail.

3 **MR. LUNA:** Gary, would you mind making
4 another, just, last comment about, you know, how
5 this information will be shared, the transcript
6 again, just for folks who joined late?

7 **MR. LAM:** Yeah, so the meeting
8 presentation is going to be posted online, and the
9 transcript was also being posted as well. Did we
10 post the website where the presentation and
11 transcript will be? Is it on our viewing -- Jan,
12 maybe you can chime in where everything is going to
13 be. In the Chat? Okay. Posted it earlier in the
14 Chat, okay.

15 **MS. REBSTOCK:** Yeah, we posted the links
16 in the Chat, so --

17 **MR. LAM:** Thank you.

18 **MS. REBSTOCK:** -- you can go the BOE
19 website and download the EIR to look at the full
20 document. I recommend looking at the Executive
21 Summary, which highlights all of the best management
22 practices and mitigation measures. And you'll also
23 find a copy of the presentation and the transcript
24 when it becomes available. Give us a week or so for
25 that.

1 **MR. LAM:** Thank you, Jan. All right,
2 everybody, again, I thank you for attending this
3 meeting, and the meeting is hereby adjourned.

4 **(WHEREUPON, the meeting was concluded at**
5 **8:17 p.m.)**

6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

1 CERTIFICATE

2
3 I, Monica DeLong, do hereby certify that I
4 reported all proceedings adduced in the foregoing
5 matter and that the foregoing transcript pages
6 constitutes a full, true and accurate record of said
7 proceedings to the best of my ability.

8
9 I further certify that I am neither related
10 to counsel or any party to the proceedings nor have any
11 interest in the outcome of the proceedings.

12
13 IN WITNESS HEREOF, I have hereunto set my
14 hand this 21st day of July, 2021.

15
16
17 

18
19 _____
20 Monica DeLong
21 WA CCR#3489
22
23
24
25

<p><u>1</u></p> <p>101 6:19</p> <p>10-second 5:3</p> <p>1149 15:22</p> <p>12 3:7</p> <p>13 6:14</p> <p>14 2:3 2:24</p> <p>1st 24:7</p> <hr/> <p><u>2</u></p> <p>2017 5:12 7:18</p> <p>2018 7:18</p> <p>2021 2:3 16:1 16:2</p> <p>2022 11:14</p> <p>2024 11:15</p> <p>24 11:11</p> <p>26 16:1 16:2</p> <p>26th 5:23 17:2 21:23 22:1 29:21 30:7 30:24</p> <p>27th 5:21</p> <hr/> <p><u>4</u></p> <p>4 12:24</p> <p>49 24:25</p> <hr/> <p><u>6</u></p> <p>6:30 2:4</p> <p>600 15:22</p> <hr/> <p><u>7</u></p>	<p>7:09 20:1</p> <p>7:15 20:1</p> <hr/> <p><u>8</u></p> <p>8:17 32:5</p> <hr/> <p><u>9</u></p> <p>90015 15:23</p> <hr/> <p><u>A</u></p> <p>able 12:6 20:7 20:21 23:25</p> <p>abled 20:8</p> <p>accept 22:17</p> <p>accepting 5:22</p> <p>access 3:11 7:12 9:3 14:8</p> <p>acres 3:7 6:14</p> <p>across 28:9</p> <p>Act 3:23 5:11</p> <p>active 7:7 8:3 9:24</p> <p>activities 12:17 14:18 14:19</p> <p>activity 28:21</p> <p>actually 27:21 27:23 28:21 28:25</p> <p>additional 13:20 19:23</p> <p>address 6:1</p>	<p>12:7</p> <p>14:16 15:16 15:18 30:3</p> <p>addressed 27:1</p> <p>adjourned 32:3</p> <p>adult 10:5</p> <p>aerial 9:1 9:18</p> <p>aesthetics 12:15</p> <p>agenda 3:19</p> <p>ahead 2:9 3:19 3:21 4:15 5:7 8:10 11:23 16:7 16:15 17:3 17:17 17:24 18:14 18:23 19:12 19:19 21:11 22:11 22:14 22:22 24:1 24:5 25:13 27:12 29:14</p> <p>air 12:22</p> <p>alignment 6:15</p> <p>allow 17:21 22:11 22:15 25:11 27:18</p> <p>already 23:9</p> <p>am 2:15 2:18 28:23</p>	<p>amenities 3:9</p> <p>ample 30:8</p> <p>Anderson 6:21</p> <p>Angeles 2:14 15:23 28:14</p> <p>announcement 11:18</p> <p>answers 28:13 28:15</p> <p>anticipated 11:13</p> <p>anybody 27:9</p> <p>anyone 29:22</p> <p>anything 20:6</p> <p>appeals 27:6</p> <p>applying 12:9</p> <p>appointed 14:16</p> <p>appreciated 20:16</p> <p>approaches 12:11</p> <p>appropriated 25:23</p> <p>approximately 6:14 11:11</p> <p>archaeologica 1 13:11</p> <p>architects 29:4</p> <p>area 9:6 9:7 9:10 10:5 10:13 10:17 13:4 19:3</p>
--	--	--	---

<p>26:2 26:13</p> <p>areas 8:17</p> <p>9:21 10:4</p> <p>13:15</p> <p>aren't 28:14</p> <p>articulate</p> <p>18:18 20:18</p> <p>arts 3:6 3:10</p> <p>4:1 6:13</p> <p>6:17 8:9</p> <p>9:7 9:13</p> <p>9:19 26:3</p> <p>26:10</p> <p>aspect 26:13</p> <p>associated</p> <p>12:8</p> <p>attend 30:22</p> <p>attending 3:3</p> <p>32:2</p> <p>attention</p> <p>15:21 29:9</p> <p>Atwater 23:24</p> <p>24:4 24:6</p> <p>24:7</p> <p>24:10 24:12</p> <p>25:2 25:5</p> <p>25:8</p> <p>audience 7:16</p> <p>available 4:9</p> <p>5:20 14:9</p> <p>17:5</p> <p>20:25</p> <p>21:4 21:5</p> <p>21:17 21:20</p> <p>31:24</p> <p>Avenue 6:20</p> <p>8:15</p> <p>avoid 12:7</p>	<p>13:9</p> <p>aware 5:4</p> <p>away 12:20</p> <p>Awesome 25:14</p> <p>25:19</p> <hr/> <p style="text-align: center;">B</p> <hr/> <p>background</p> <p>11:1</p> <p>balance 8:2</p> <p>bank 11:6</p> <p>barking 28:18</p> <p>barriers</p> <p>14:20</p> <p>basically 8:2</p> <p>9:18 10:2</p> <p>11:5</p> <p>basketball</p> <p>10:10 10:17</p> <p>bats 13:4</p> <p>beautiful</p> <p>25:25 26:18</p> <p>become 28:4</p> <p>becomes 31:24</p> <p>begins 13:7</p> <p>beneficial</p> <p>7:9</p> <p>best 12:9</p> <p>12:16 31:21</p> <p>better 4:2</p> <p>bicycle 7:12</p> <p>bigger 28:16</p> <p>biggest 28:21</p> <p>bike 9:14</p> <p>14:6 17:8</p>	<p>biological</p> <p>13:3 13:7</p> <p>birds 13:4</p> <p>blocks 24:8</p> <p>BOE 31:18</p> <p>boundary 6:16</p> <p>6:18</p> <p>bounded 8:14</p> <p>Boyle 3:5</p> <p>6:19</p> <p>10:15 25:20</p> <p>26:9</p> <p>26:17 26:24</p> <p>27:4 27:22</p> <p>bridge 9:3</p> <p>18:4 23:1</p> <p>24:16 24:23</p> <p>25:6 26:6</p> <p>28:24</p> <p>brief 4:11</p> <p>20:11</p> <p>briefly 5:10</p> <p>bring 3:7 6:6</p> <p>broad 3:21</p> <p>Broadway</p> <p>15:22</p> <p>brutality</p> <p>27:5</p> <p>building 8:23</p> <p>8:23 10:8</p> <p>10:19</p> <p>built 19:3</p> <p>Bureau 2:15</p> <p>15:19</p> <p>Bureau's 2:19</p> <p>businesses</p>	<p>13:25</p> <p>busy 30:21</p> <p>button 22:15</p> <hr/> <p style="text-align: center;">C</p> <hr/> <p>California</p> <p>3:22 5:11</p> <p>15:23</p> <p>camera 4:18</p> <p>Canopy 8:1</p> <p>8:2</p> <p>Capital 2:24</p> <p>capture 7:10</p> <p>captured 19:7</p> <p>card 15:10</p> <p>15:17 31:1</p> <p>CEQA 3:24 5:8</p> <p>certain 13:15</p> <p>certification</p> <p>6:6</p> <p>changes 6:1</p> <p>changing</p> <p>12:10</p> <p>charge 2:16</p> <p>charging 9:15</p> <p>Chat 4:21 5:1</p> <p>18:18</p> <p>19:8 20:6</p> <p>20:8</p> <p>20:12 21:19</p> <p>29:13 30:13</p> <p>31:13 31:14</p> <p>31:16</p> <p>Chicano 26:11</p> <p>children's</p> <p>10:5 10:13</p>
---	--	---	---

chime 31:12	21:3	20:15 26:21	consistent
city 2:14	21:23	27:6 28:11	7:5
2:15 6:6	22:8	complete	constantly
19:14	22:10 22:15	15:11	23:6
23:7	23:13 23:13	completed	construct
24:18 28:14	23:16 23:23	11:14	13:25
City's 7:5	24:25 25:10	completely	construction
Clarence 6:21	27:8	26:22	11:10 11:10
10:25 24:7	27:13 29:10	completion	11:13 11:15
clarify 18:6	29:14 29:25	29:8	12:11 12:19
classes 13:20	30:3 30:9	complicated	12:23
clean 23:9	30:10 30:14	28:11	13:1 13:7
cleaner 12:25	30:23	component	13:12 13:18
cleanliness	31:1 31:4	24:20	14:14 14:17
26:16	comments 3:14	computer 24:3	14:18 24:23
clock 5:5 5:6	4:7 5:22	25:12	28:24
close 5:24	5:25 6:2	concept	29:2 29:5
23:1	15:8	11:4 11:7	contact 15:16
closer 26:7	15:12 15:25	conceptual	13:19
closeup 9:20	16:1	7:21	contentious
closing 21:23	16:17 16:21	concern	28:12
colleague	16:25	25:2 28:22	contest 28:1
2:18	17:4	concerns	continuation
coming 30:12	17:10 17:18	14:16 23:19	26:9
commendable	18:7	25:21	continue 29:7
29:3	18:10 18:14	concluded	control 12:22
comment	19:23	32:4	18:3
4:11 4:21	20:3 22:1	concrete	controls 13:1
4:22 5:24	22:2 25:1	9:9 9:21	cops 27:2
15:10 15:17	29:15 29:17	conduct 28:23	27:3
16:16 16:19	29:18 29:20	connect 7:2	copy 31:23
17:7 18:9	29:23 29:24	Connectivity	Council
18:11 18:17	30:7	4:2 6:13	2:23 3:3
18:21	30:12 30:20	consideration	6:7 29:9
19:7	30:25	6:7 18:2	couple 17:11
19:11 19:16	committed 3:4	19:4	course 15:6
20:11 20:11	communities		
	3:8 7:1		
	community 3:6		
	7:15 7:17		
	7:25 14:1		

<p>court 10:9 10:17 22:6 22:8</p> <p>creating 11:5</p> <p>crews 29:5</p> <p>crisis 23:3</p> <p>cross 9:23</p> <p>crosses 6:19</p> <p>crucial 3:5</p> <p>cultural 13:11 13:13 26:13</p> <p>culturally 25:22</p> <p>culture 26:5 26:10</p> <p>current 7:14</p> <hr/> <p style="text-align: center;">D</p> <hr/> <p>daily 28:24</p> <p>date 15:25 16:16 21:1 22:2</p> <p>days 29:25</p> <p>de 3:4</p> <p>decided 27:25</p> <p>definitely 17:17</p> <p>delivering 2:16</p> <p>Department 2:14 12:18 15:19</p> <p>departments 23:4</p> <p>depending</p>	<p>4:13 4:24</p> <p>design 7:4 7:14 7:15 7:22 12:10 18:1 24:13</p> <p>designated 14:10</p> <p>designed 12:18 14:1</p> <p>desire 7:2</p> <p>detail 12:5</p> <p>developing 6:23</p> <p>Development 2:17</p> <p>different 8:8 13:20</p> <p>directed 12:20</p> <p>Director 2:24</p> <p>disappointing 19:2</p> <p>discuss 11:24</p> <p>District 2:23 3:6 6:17 26:3 26:10</p> <p>disturbed 13:5</p> <p>divided 8:5</p> <p>document 6:3 31:20</p> <p>documents 5:22</p> <p>dog 3:9 8:18 10:6</p>	<p>10:24 10:25 28:18</p> <p>done 4:6</p> <p>download 31:19</p> <p>Dr 2:18 15:21</p> <p>draft 4:5 5:20 11:24 12:2 19:20</p> <p>drafted 19:5</p> <p>drawn 16:23</p> <p>drive 29:1</p> <p>driven 7:15</p> <p>drop-off 14:11</p> <p>due 15:24 15:25 16:16</p> <p>duration 11:11</p> <p>during 4:19 4:20 13:12 13:12 13:16 13:21 14:17 24:13 24:22</p> <p>dust 13:1</p> <p>dynamic 28:1</p> <hr/> <p style="text-align: center;">E</p> <hr/> <p>earlier 14:7 31:13</p> <p>early 7:21 27:24</p> <p>east 8:10 8:15 9:24 9:24 10:7</p>	<p>10:24 28:5</p> <p>eastern 6:18</p> <p>eastward 9:5</p> <p>easy 28:13</p> <p>echo 26:15</p> <p>efforts 29:3</p> <p>EIR 4:5 5:20 6:2 12:2 19:20 24:14 31:19</p> <p>either 12:8 29:13 30:25</p> <p>electric 9:15</p> <p>element 24:20</p> <p>else 27:9</p> <p>email 15:12 15:12 17:1 30:1 30:25 31:1</p> <p>emissions 12:23</p> <p>encourage 7:7</p> <p>engaged 3:16</p> <p>engineer 24:19</p> <p>Engineering 2:15 15:19</p> <p>engines 12:24 12:25</p> <p>English 20:24 21:22</p> <p>entrance 9:11 19:4</p> <p>environment</p>
---	---	---	---

<p>12:7</p> <p>environmental</p> <p>2:19 2:21</p> <p>3:22 3:23</p> <p>4:5 5:11</p> <p>5:14</p> <p>11:24 15:6</p> <p>equipment</p> <p>8:18 10:5</p> <p>12:23 13:1</p> <p>equity 28:4</p> <p>especially</p> <p>26:6</p> <p>26:21 27:4</p> <p>evacuation</p> <p>14:24</p> <p>evening 2:6</p> <p>2:13 30:21</p> <p>event 14:11</p> <p>events 9:8</p> <p>12:17</p> <p>14:2 14:13</p> <p>everybody</p> <p>2:13 3:2</p> <p>3:3 20:2</p> <p>20:3 20:6</p> <p>27:12 29:12</p> <p>30:6</p> <p>30:21 32:2</p> <p>everyone 3:13</p> <p>27:19 29:16</p> <p>everything</p> <p>31:12</p> <p>example 23:4</p> <p>excavation</p> <p>13:12 13:16</p> <p>excellent</p>	<p>17:15</p> <p>excited 3:12</p> <p>Executive</p> <p>31:20</p> <p>exercise 8:18</p> <p>existing 9:12</p> <p>24:22</p> <p>extremely 3:4</p> <p>eye 5:6</p> <hr/> <p style="text-align: center;">F</p> <hr/> <p>fall 6:3</p> <p>Fe 6:20 8:15</p> <p>feature 9:8</p> <p>9:25 20:6</p> <p>features 7:19</p> <p>7:24</p> <p>feedback 5:17</p> <p>7:23 16:3</p> <p>feel 20:19</p> <p>29:23</p> <p>field 10:1</p> <p>10:21 10:22</p> <p>fields 3:9</p> <p>Fifth 7:9</p> <p>final 6:2</p> <p>finally 4:4</p> <p>7:11 11:2</p> <p>findings 2:21</p> <p>4:4 11:25</p> <p>15:6 15:7</p> <p>fine 25:18</p> <p>finish 5:3</p> <p>First 4:18</p> <p>6:24</p>	<p>fitness 10:5</p> <p>fits 26:13</p> <p>flexible 8:16</p> <p>10:1 10:9</p> <p>flood 18:3</p> <p>flooding</p> <p>14:22</p> <p>folks 31:6</p> <p>food 8:23</p> <p>formal 19:9</p> <p>forward 6:5</p> <p>Fourth 7:7</p> <p>Frank 17:20</p> <p>17:20 17:22</p> <p>17:23 17:24</p> <p>17:25 18:11</p> <p>18:12 18:13</p> <p>free 20:19</p> <p>Freeway 6:19</p> <p>front 10:16</p> <p>30:1</p> <p>frozen</p> <p>14:25 15:2</p> <p>fugitive 13:1</p> <p>full 4:25</p> <p>31:19</p> <p>function</p> <p>29:13</p> <p>future 9:14</p> <p>10:12 10:13</p> <p>14:8 18:2</p> <hr/> <p style="text-align: center;">G</p> <hr/> <p>Gallo 17:20</p> <p>17:23 17:25</p> <p>18:12</p>	<p>Gary 2:11</p> <p>2:14 3:1</p> <p>3:16 5:10</p> <p>6:7 11:21</p> <p>12:1 14:7</p> <p>15:2</p> <p>16:12</p> <p>17:6 18:5</p> <p>18:19 19:18</p> <p>19:22 20:23</p> <p>21:13 23:23</p> <p>25:9</p> <p>27:10 31:3</p> <p>Gashgai</p> <p>22:9</p> <p>22:20 22:23</p> <p>22:25 23:14</p> <p>23:17 23:20</p> <p>Gateway 8:9</p> <p>9:11 11:4</p> <p>general 8:19</p> <p>getting</p> <p>6:10 11:9</p> <p>given 4:12</p> <p>4:24</p> <p>goals 7:6</p> <p>gorgeous</p> <p>26:15</p> <p>gray 10:17</p> <p>10:18</p> <p>great 3:15</p> <p>12:13 27:15</p> <p>29:2</p> <p>green 2:19</p> <p>15:21 19:3</p> <p>grilling 10:4</p> <p>Group 2:20</p> <p>growth-</p>
---	---	--	--

<p>inducing 14:3</p> <p>guess 28:3 28:16</p> <p>guys 15:5 15:8 15:11 15:12 23:8 30:8</p> <hr/> <p>H</p> <hr/> <p>Halsey 18:19 18:19 18:25 19:9</p> <p>hand 5:8 11:17 11:23 17:3 27:14 29:13</p> <p>happy 12:6 16:25 17:1 20:13 20:19 20:21</p> <p>haul 12:25</p> <p>haven't 29:23</p> <p>having 21:25 27:20 30:17</p> <p>Hayward 2:23 3:1</p> <p>hazardous 13:17</p> <p>hazards 13:17</p> <p>heading 15:15</p> <p>health 13:22</p> <p>hear 3:2 15:6 17:23 22:21 23:1 23:15</p>	<p>24:4 24:11 25:17</p> <p>heard 3:13</p> <p>hearing 30:20</p> <p>hears 20:14</p> <p>heavily 19:3</p> <p>Heights 3:6 6:19 10:15 25:20 26:9 26:17 26:24 27:4 27:22</p> <p>HELD 2:2</p> <p>Hello 22:20 22:23 23:14 23:15 24:6 24:10 24:11</p> <p>help 8:6 23:8</p> <p>hereby 32:3</p> <p>here's 9:19 10:14 10:20</p> <p>Hi 2:6 22:25 27:19</p> <p>highlighted 30:4</p> <p>highlights 31:21</p> <p>highly 20:16</p> <p>Historical 27:22</p> <p>Hollenbeck 26:18 28:9</p> <p>home 29:1</p> <p>homeless 23:3 24:15 24:22</p>	<p>25:5 25:21 28:10</p> <p>homelessness 24:19</p> <p>homes 13:25</p> <p>hope 3:2 3:13 6:3 26:25 27:5</p> <p>hopefully 25:22 26:4 26:12</p> <p>hours 14:19</p> <p>housing 13:24 24:20</p> <p>hub 9:14 14:7 14:8</p> <p>hydrology 14:21</p> <hr/> <p>I</p> <hr/> <p>I'd 20:19</p> <p>idea 17:15</p> <p>idling 13:2</p> <p>I'll 5:7 17:3 19:12 19:23 20:13 27:18</p> <p>I'm 8:8 11:23 19:18 20:20 22:4 22:10 22:17 24:1 24:1 26:8 27:21 28:6 28:18 30:24</p> <p>impact 4:5 11:25 15:7 24:16</p>	<p>impacts 5:14 12:7 12:11 12:12 24:21</p> <p>important 7:24 15:24 20:15</p> <p>improve 7:2</p> <p>include 9:14 14:24</p> <p>included 14:23</p> <p>including 14:17</p> <p>incorporate 24:14</p> <p>incorporating 24:19</p> <p>incredibly 28:1</p> <p>indicate 4:10 4:22</p> <p>info 15:16</p> <p>information 2:8 2:10 11:20 16:11 16:22 18:16 31:5</p> <p>infrastructur e 28:20 29:7</p> <p>initial 5:13</p> <p>input 7:19 20:16</p> <p>insignificant 12:13</p> <p>interested</p>
---	---	--	--

<p>20:10</p> <p>internal 21:5</p> <p>introduce 2:23</p> <p>issue 18:10 26:19 28:16</p> <p>issues 12:2 27:3 28:10</p> <hr/> <p style="text-align: center;">J</p> <hr/> <p>Jan 2:18 4:4 5:8 5:9 6:8 11:24 11:25 15:1 15:2 15:12 15:21 16:14 16:15 21:10 21:19 29:25 30:25 31:11 32:1</p> <p>Jan.Green. Rebstock@la city.org 15:14 30:2</p> <p>Japanese 26:5</p> <p>jogging 10:11</p> <p>John 20:23</p> <p>joined 2:18 16:14 31:6</p> <p>joining 2:7</p> <p>July 2:3 5:23 16:1 16:2 21:23 22:1 30:7</p> <hr/> <p style="text-align: center;">K</p> <hr/> <p>Kat 18:17 18:19 18:25</p>	<p>Kevin 3:4</p> <p>known 3:23 4:2</p> <hr/> <p style="text-align: center;">L</p> <hr/> <p>LA 6:20</p> <p>lack 19:2 23:3</p> <p>Lam 2:6 2:12 2:14 3:17 6:8 11:22 15:4 16:10 16:13 17:3 17:13 17:15 18:8 18:23 19:21 19:25 20:9 21:2 21:15 21:24 22:24 23:12 23:15 23:18 23:22 24:9 24:24 25:4 25:7 27:8 27:11 27:16 29:10 30:16 30:18 31:7 31:17 32:1</p> <p>land 12:21</p> <p>landscape 11:6</p> <p>landscaping 8:19</p> <p>large 6:14 7:17 8:18</p>	<p>14:12</p> <p>last 11:3 11:15 21:22 29:15 29:17 30:9 30:14 30:19 31:4</p> <p>late 20:24 31:6</p> <p>later 15:25 17:2 18:11 21:1</p> <p>Latino 26:11</p> <p>lawn 8:17</p> <p>lawns 10:2</p> <p>least 15:7 20:1 26:5</p> <p>leave 19:24</p> <p>Leon 3:4</p> <p>less 12:12</p> <p>let's 3:19 4:15 27:11</p> <p>letter 15:17</p> <p>liaison 14:16</p> <p>light 13:5</p> <p>lighting 12:17 12:20</p> <p>linear 8:5</p> <p>link 19:19</p> <p>links 31:15</p> <p>listed 12:3</p> <p>listened 7:25</p> <p>listening 18:8</p> <p>literally</p>	<p>28:9 28:25</p> <p>little 26:2 26:5</p> <p>live 17:21 18:18 19:11 23:1 24:7 25:20 28:9</p> <p>local 14:1</p> <p>location 6:11</p> <p>Lori 23:24 23:25 24:2 24:4 24:6 24:6 24:9 24:10 24:12 24:25 25:2 25:5 25:8</p> <p>Los 2:14 15:23 28:14</p> <p>lost 16:18</p> <p>lot 7:23 23:2 26:17 27:3 28:8</p> <p>loud 18:22</p> <p>Luna 2:8 2:10 4:8 11:20 15:1 16:9 16:11 17:6 17:14 17:19 17:24 18:5 18:13 18:16 18:25 19:22 20:8 20:10 21:13 21:21 22:3</p>
---	--	---	---

22:21 23:23 24:5 24:11 25:9 25:15 25:17 27:9 27:15 27:17 30:14 30:17 31:3	16:19 materials 13:18 may 5:21 9:14 11:12 13:21 maybe 26:9 31:12 mean 28:4 means 7:15 meantime 19:18 measures 12:10 14:5 31:22 meeting 2:1 2:7 3:18 4:9 4:16 4:16 5:16 15:5 15:9 16:4 21:4 21:22 21:25 27:20 27:25 30:10 30:22 31:7 32:3 32:3 32:4 meetings 7:17 27:23 Member 3:4 mentioned 20:24 Mesquite 9:13 Metro 14:9 17:8 Mexican- American 26:11 microphone	19:12 middle 10:18 Miguel 2:8 2:9 2:12 4:8 11:17 11:19 11:22 15:1 16:8 16:13 17:4 17:16 18:24 20:5 21:12 27:13 29:19 30:12 mind 7:14 15:24 18:20 31:3 minute 29:16 30:19 30:19 minutes 4:12 4:24 17:11 17:18 18:14 22:13 Mission 6:20 mitigated 24:22 28:15 mitigation 12:10 14:5 31:22 mobility 9:14 14:8 modes 7:7 moment 12:5 17:6 17:9 19:22 monitoring 13:12 13:15 months 11:11	mouse 30:5 move 6:5 9:23 myself 30:24 <hr/> N <hr/> Nate 2:23 2:24 2:25 3:17 3:18 natural 19:5 neighborhoods 7:3 neighbor's 28:18 nesting 13:4 newer 12:25 nobody 17:9 noise 13:5 14:14 14:15 14:17 Nope 30:14 norms 4:17 noted 23:13 23:16 25:7 29:11 notification 14:18 <hr/> O <hr/> objectives 6:24 Objects 8:1 8:2 obviously 3:10 occasional 14:2
---	--	--	--

occur 11:13	31:8	7:20 8:4	5:24
office 10:8	onscreen	8:9 8:10	16:16 21:23
oh 21:11	20:13	8:14 8:14	permission
23:25 27:14	onto 8:20	8:16 8:18	24:2
okay 3:17	16:5 17:10	8:19 8:20	permitting
3:17 6:8	open 3:7	9:1 9:3 9:7	17:20
8:12 9:19	4:6 6:25	9:24 9:24	person 2:2
10:14	11:12	10:6 10:7	7:22
11:8	opportunity	10:12 10:24	phase 24:13
11:16 11:16	27:13 30:8	10:25 11:14	phases 11:12
12:14 12:14	organizations	12:18 13:15	phone 18:20
13:10	29:4	19:15	pickleball
14:4	ourselves	23:9	22:6 22:8
14:14	26:20	26:18 26:19	28:7 28:7
15:4	outlining	28:6	pick-up 14:10
15:10 15:25	5:13	28:10 28:19	picnic 10:4
16:1 16:2	oval 10:16	parking 14:12	plan 14:15
16:6	10:18	parks 3:9	14:22 14:24
16:10	overflowing	10:8 26:17	19:14
17:3	23:6	participating	planning 9:13
17:19 18:19	overstep	19:17	plans 7:5
18:25 19:11	21:12	passive 8:3	13:22 14:12
19:25 19:25	overview 2:20	past 27:21	play 8:16
20:2 20:7	3:22 4:19	paths 10:11	playground
20:9 21:2	<hr/>	pause 17:17	10:13
21:3 21:9	P	pedestrian	playgrounds
21:10 21:15	<hr/>	7:12 8:20	3:10
22:3	p.m 2:4 32:5	people 9:9	plaza 3:10
23:12 23:22	panelist	17:11 19:19	8:9 9:7
24:24	20:21	25:21 28:12	9:13 9:19
25:4 25:7	PARC 4:2 6:12	29:9 29:20	9:20
27:11 27:11	6:12 6:23	performance	please 3:14
27:15 27:16	11:10 15:15	8:17 9:8	3:15 3:20
29:12	parity	10:1	4:10 4:14
30:6 30:7	28:17 28:19	performances	4:21 4:25
30:16 30:18	park 2:16 3:5	9:10 10:2	5:4 5:7 6:9
30:20 31:13	4:1 6:12	Perhaps 17:10	6:22 7:13
31:14	6:17 6:19	period 4:21	
online 4:10			
7:22			
21:18 21:20			

8:12 8:25	5:14 11:5	5:12 6:6	14:24
9:4 9:17	practices	13:13 13:22	provide 2:8
9:22	12:9	18:6	2:20 3:14
10:14 10:20	12:16 31:22	programming	4:11 4:22
10:23	preconstructi	28:20 29:7	4:25 7:11
11:2 11:8	on 13:6	progress 19:5	15:8
11:16 13:10	preliminary	28:2 29:2	23:25 29:14
14:4	24:13	project	30:8 30:19
15:15 16:25	prepared 5:13	2:16 2:17	provided 2:10
18:23 20:13	5:18 14:23	2:21 3:13	11:20 14:19
20:19	present	3:25 4:2	16:11 18:16
22:2 24:5	3:21 3:25	4:3 4:19	provides 9:2
24:9	presentation	5:15 6:10	providing 3:5
25:12 25:13	3:15 4:11	6:12 6:13	public 2:1
25:18 29:25	4:23 8:6	6:18 6:24	2:15 4:7
30:23 30:25	12:4 16:4	6:24 7:14	5:16 5:16
pleased 27:24	16:19 21:17	11:3 11:9	7:8 8:22
28:23	25:23 30:11	11:10	10:6
plenty 8:4	31:8	12:8	11:12 14:15
point 5:8 6:5	31:10 31:23	12:10 12:16	14:18 14:22
27:10	presented	13:6	15:19
pointer 30:5	5:20	13:18 13:24	16:3
police 27:4	presenters	14:2	16:16 16:17
polls 7:22	4:18	15:15 19:20	16:20 17:10
population	presenting	20:15 24:16	18:9
13:23 24:15	2:17	26:21 26:22	19:23 20:14
24:16 24:22	president	27:24 28:1	21:7
28:10	27:22	Projects 2:24	21:24 22:10
populations	pretty 16:23	promote 7:9	27:6
13:8	prior 16:18	20:21	27:13 29:14
portion 4:19	16:20	prompt 5:3	29:15 29:18
post 19:19	problem 23:10	22:11 22:17	30:8
31:10	problems 23:2	22:18	30:10 30:20
posted 4:10	proceed 2:8	24:3 25:12	publicly
21:8 21:9	4:15 25:18	proposed 3:25	19:12
31:8 31:9	process	5:15 6:12	purpose 15:4
31:13 31:15	3:23 5:9	12:8 14:8	push 26:2
potential		protecting	
		14:25	
		protocols	
			<hr/>
			Q
			<hr/>
			quality

<p>3:22 5:11 12:22 14:21 question 17:8 17:25 20:23 21:10 21:14 21:16 21:21 22:4 24:12 24:21 28:3 questions 3:14 23:18 28:8 queue 27:10</p> <hr/> <p style="text-align: center;">R</p> <hr/> <p>raingarden 8:17 raise 29:13 raised 24:13 raising 27:14 ramp 8:20 9:2 range 12:2 real 28:15 really 15:5 28:4 Rebstock 2:19 5:10 12:1 15:21 16:22 31:15 31:18 recall 7:16 receive 4:6 7:19 16:3 received 5:25 7:23 receiving 16:17 22:1 recommend</p>	<p>31:20 record 18:22 19:13 19:16 20:20 recorded 21:5 recording 21:6 recreation 8:3 12:18 recreational 6:25 8:3 9:25 10:3 10:8 12:17 reduce 12:11 reference 16:24 26:4 referred 14:7 regarding 12:14 12:22 14:4 14:14 14:21 26:16 28:11 regional 14:2 related 13:3 13:10 13:17 13:23 14:17 14:22 relaxing 10:3 release 6:3 released 5:15 5:21 remediation 13:21 remind 20:5 27:12 29:12 30:6</p>	<p>removal 13:19 renamed 26:2 rendering 10:15 10:21 10:24 repeating 30:24 report 4:5 11:25 12:6 15:7 request 22:4 22:6 24:14 require 13:18 required 13:2 13:21 14:15 requiring 12:19 12:24 13:6 13:11 14:11 reserve 14:6 reserved 10:12 residents 26:24 resources 12:15 13:3 13:11 13:14 responded 21:19 response 18:10 restrictions 13:2 restroom 8:23 10:19</p>	<p>restrooms 10:7 result 5:14 review 3:23 4:4 5:9 5:12 5:16 5:21 16:16 20:25 revolve 27:3 rideshare 14:10 river 4:1 6:13 6:20 7:12 7:18 8:9 9:6 9:11 9:23 11:3 11:6 19:4 19:15 Road 6:20 roll 17:18 rules 4:16 runs 26:22</p> <hr/> <p style="text-align: center;">S</p> <hr/> <p>safe 7:11 safety 13:22 14:22 27:2 sanitation 23:4 Santa 8:15 Sante 6:20 screen 5:5 8:7 12:3 14:25 22:12 22:16 seating</p>
---	--	--	--

8:17 9:9 9:21 second 17:21 25:11 27:18 seconds 24:25 section 8:16 sections 8:11 seems 19:2 segment 11:3 segments 8:5 8:8 selected 7:25 send 15:12 16:25 22:18 29:25 Sensitivity 13:14 serve 6:25 14:1 services 21:6 23:7 session 30:17 several 14:5 shade 8:4 share 9:15 14:7 16:23 22:12 shared 5:16 31:5 sharing 22:13 she's 18:20 shielded 12:20 shoulders	26:23 showing 6:11 9:1 9:18 10:21 10:24 shows 11:5 shy 20:12 20:17 29:22 sides 7:18 28:18 signed 17:9 simply 8:25 10:3 10:15 10:20 sir 23:20 site 13:20 13:22 14:6 24:8 six 7:17 Sixth 4:1 6:15 9:12 14:9 15:15 18:2 18:4 24:15 24:23 size 28:14 skate 10:12 slew 5:18 slide 3:20 4:14 5:7 6:9 6:11 6:21 7:13 8:12 8:25 9:4 9:17 9:22 10:14 10:20 10:23 11:2 11:8	11:16 12:14 13:10 14:4 15:3 15:13 16:5 16:6 16:18 16:20 16:24 29:19 30:1 small 8:18 Society 27:22 soil 13:21 soils 13:19 Sol 25:9 25:13 25:14 25:16 25:19 27:8 someone 27:14 sorry 24:1 28:19 sort 28:5 sorts 22:5 sound 14:19 south 9:12 18:4 space 3:5 3:7 6:25 8:3 8:22 9:25 10:12 14:6 19:3 19:6 spaces 10:3 Spanish 2:9 2:11 4:8 11:18 11:21 16:7 16:12 18:17 speak 4:13	4:20 4:24 5:2 17:21 20:22 22:16 27:18 speaker 4:12 4:23 speakers 4:13 4:25 specific 13:22 splashpad 10:6 sports 3:9 spring 5:12 square 8:22 staff 10:8 21:5 29:8 stage 9:8 9:20 11:4 11:7 stages 7:21 standards 12:19 stands 6:12 start 3:19 8:13 22:13 started 5:11 stated 4:8 statement 5:4 statements 2:25 states 18:22 station 14:9 17:8 stations 9:15
--	--	--	--

<p>9:16 stay 3:15 20:1 25:22 stays 27:5 step 12:4 Stop 18:2 stormwater 7:10 street 4:1 6:15 6:17 6:21 6:21 8:14 9:12 9:13 10:25 14:9 15:15 18:2 18:4 23:5 24:7 24:16 24:23 28:9 streets 23:5 Strong 22:7 27:17 27:19 27:21 studies 5:19 subject 15:14 submit 15:11 15:17 19:8 29:20 30:3 30:7 30:23 31:1 submitted 16:2 substantial 24:17 sufficient</p>	<p>23:7 Suite 15:22 summary 15:7 31:21 sure 5:1 15:4 16:9 18:23 20:3 26:8 26:13 surrounding 7:1 24:15 surveys 13:7 sustainable 7:5 sweeping 23:5 synthetic 10:1 10:21 <hr/> T <hr/> taking 18:1 30:21 talk 4:15 16:7 22:12 talked 16:15 talking 8:8 24:2 technical 5:19 5:22 terms 11:9 18:2 28:6 28:20 28:20 28:21 terrace 9:9 11:6 thank 2:6 2:12 3:1 3:2 3:16</p>	<p>3:17 6:8 16:9 16:13 18:11 18:12 18:13 19:9 19:17 19:21 21:10 23:12 23:20 23:22 24:24 25:7 25:8 25:15 25:19 27:7 27:8 27:19 29:8 29:10 29:11 29:21 30:20 31:17 32:1 32:2 thanking 30:15 Thanks 5:10 11:22 12:1 theme 7:25 therefore 12:12 there's 10:4 10:7 10:9 10:10 10:11 13:19 21:10 21:15 21:21 26:1 26:12 they're 26:8 29:24 Third 7:4 Tier 12:24 today 18:6 27:20 Tokyo 26:2</p>	<p>26:5 tonight 2:7 2:17 2:22 3:3 3:15 3:19 8:6 15:5 16:2 16:4 17:1 17:5 18:8 30:22 tonight's 4:16 30:10 Torres 17:7 19:10 19:13 total 7:17 touches 8:20 towards 10:15 traffic 14:5 Training 13:14 transcript 4:9 21:3 21:9 31:5 31:9 31:11 31:23 transcription 21:6 21:8 transit 7:8 14:12 translation 2:9 4:8 11:18 16:7 transportatio n 7:8 trashcans 23:6 trees 8:4 Tribal 13:14</p>
--	---	---	---

tribe 13:15	verbatim 19:1	water 14:21	winter 6:4
trucks 12:25 12:25	versus 28:5	ways 28:5	wonderful 3:18 25:24
try 26:2 29:16	Veta 22:9 22:10 22:14 22:14 22:20 22:23 22:25 23:13 23:14 23:17 23:20 26:16 26:21	website 31:10 31:19	worked 25:16
Tunnel 9:12		we'd 29:6	working 29:5
turf 10:1 10:21 10:22		WEDNESDAY 2:3	Works 2:15 15:20
turn 5:2 19:14	via 2:2 21:19 30:3 30:25 31:1	week 31:24	write 4:21
type 20:12 20:13 20:19	Viaduct 6:15 8:21 9:2 11:14 27:24	welcoming 2:25	written 15:10 16:17 18:10 22:1 29:20
typed 17:7		we'll 5:24 16:5 17:17 18:13 19:8 29:15 30:9	wrote 28:7
<hr/> U <hr/>		we're 3:12 3:20 3:21 5:5 8:10 8:12 8:13 9:4 9:5 9:17 9:23 10:6 16:3 16:25 17:1 17:16 18:8 18:9 21:25 29:14	<hr/> Y <hr/>
U10 9:25 10:22	view 9:1 9:18 9:19	west 8:9 8:13 8:14 8:15 8:19 9:1 9:6 18:3 28:5	yellow 8:21
U8 10:1 10:22	viewing 31:11		yet 19:3 29:23
unable 18:21 22:14	visual 12:15		you'll 6:2 22:11 31:22
understand 13:8	voice 3:13		yours 22:13
undertaken 19:6	volleyball 10:10		you've 18:17
unmute 22:19	voluntary 26:22		<hr/> Z <hr/>
unmuted 5:2	voted 7:23		zones 14:11
usable 19:15	<hr/> W <hr/>		ZOOM 2:2
<hr/> V <hr/>	wait 17:11 17:17 18:14 24:9		
variety 3:8	walk 8:10 29:1	western 6:16	
vehicle 9:15	walking 10:11	we've 3:14 5:25 19:7	
vehicles 12:23	wasn't 24:20	whatever 3:10 28:17	
vending 8:23	waste 13:20	WHEREUPON 32:4	
verbal 15:8	watch 9:9		

This page is intentionally blank

**APPENDIX FINAL EIR-2:
UPDATED CONSTRUCTION
EMISSIONS MODELING**

This page is intentionally blank



75 Higuera Street, Suite 105
San Luis Obispo, CA 93401
805.226.2727
www.Ambient.Consulting

UPDATED CONSTRUCTION EMISSIONS MODELING ANALYSIS

Date: November 8, 2021

To: George Gorman, JD, Senior Environmental Planner
GPA Consulting, Inc.

From: Kurt Legleiter, Principal
AMBIENT Air Quality & Noise Consulting

Subject: Updated Construction Emissions Modeling Analysis for the City of Los Angeles Sixth Street Park, Arts, River & Connectivity Project

INTRODUCTION

This memorandum provides updated construction emissions modeling for the City of Los Angeles' Sixth Street Park, Arts, River & Connectivity (PARC) Project (Project). Emissions were quantified using the recently updated California Emissions Estimator Model (CalEEMod), version 2020.4.0, for criteria air pollutants and greenhouse gases (GHGs). The federal General Conformity Determination previously prepared for the proposed Project has also been updated and has been included in Appendix A. Emissions modeling assumptions and results have been included in Appendix B.

METHODOLOGY

Short-term emissions associated with construction activities are largely dependent on the type of development proposed, area of ground disturbance, amount of material to be imported and exported, equipment required, and construction schedules. Construction emissions of criteria air pollutants were calculated using the recently updated California Emissions Estimator Model (CalEEMod), version 2020.4.0 computer program. The newly updated emissions model includes updated equipment usage rates and emission factors for off-road equipment and on-road vehicles. In addition, the previously modeled construction schedule, which reflected an estimated start year of 2019, was updated to reflect a construction start year of 2022. Modeling was conducted for the proposed Project based on estimated material to be imported and exported, off-road equipment usage, and construction schedules provided by the project engineers. To be conservative, exported material was assumed to be hauled out of state to the La Paz County landfill in La Paz, Arizona, with an in-basin haul distance of 210 miles/trip. Other construction modeling assumptions, including mobile-source emission factors and usage rates, were based on default parameters contained in the model for Los Angeles County. Mitigated construction emissions included the application of dust control measures in compliance with South Coast Air Quality Management District (SCAQMD) Rule 403, and use of Tier 4 off-road equipment and 2010 and newer haul trucks. It is important to note that when compared to the previous modeling assessment, the combination of updated emissions data contained in the updated CalEEMod model along with revisions to the construction start year would result in overall reductions in off-road equipment emissions. Emissions modeling assumptions and output files are provided in Appendix B.



CONSTRUCTION-GENERATED EMISSIONS WITHOUT MITIGATION

As previously noted, construction-generated emissions were quantified using the CalEEMod, version 2020.4.0 computer program based on the estimated amount of material to be imported and exported, off-road equipment usage, and construction schedules provided by the project engineers. Other construction modeling assumptions, including mobile-source emission factors and usage rates, were based on default parameters contained in the model for Los Angeles County. Construction-generated emissions without mitigation are summarized in Table 1.

Table 1
Construction Emissions without Mitigation

Construction Activity	Emissions (lbs/day) ^{1,3}					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Asphalt Demolition	2.8	25.4	29.8	0.0	1.6	1.2
Site Preparation & Material Export	1.9	35.6	13.8	0.0	10.4	4.9
Site Preparation & Material Import	2.6	35.9	26.0	0.1	9.6	5.0
Grading & Excavation	2.9	28.3	32.0	0.0	7.3	2.1
Park & Infrastructure Construction	3.1	21.4	28.9	0.1	5.5	1.8
Paving	2.8	17.6	19.4	0.0	1.2	0.8
Utility Installation	1.3	12.8	14.1	0.0	1.0	0.7
Building Construction	2.8	12.9	33.2	0.1	6.0	2.0
In-River Terracing	3.8	40.3	41.9	0.1	3.6	2.0
Maximum Daily Emissions ² :	8.3	110.8	81.6	0.1	23.6	11.9
SCAQMD Daily Significance Thresholds:	75	100	550	150	150	55
Exceeds Daily Significance Thresholds?	No	Yes	No	No	No	No

1. Emissions were quantified using the CalEEMod, v2020.4.0, computer program. Includes onsite and offsite sources. Does not include reductions in fugitive dust associated with compliance with SCAQMD's Rule 403. VOC and ROG emissions were considered equivalent. Totals may not sum due to rounding.

2. Maximum daily emissions assumes site preparation, material import and export, and in-river terracing could potentially occur simultaneously on any given day.

3. Includes EMFAC Off-Model Adjustment Factors to account for SAFE Vehicle Rule Part One.

lbs/day = pounds per day; VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = respirable particulate matter (10 micrometers or less); PM_{2.5} = fine particulate matter (2.5 micrometers or less)

Refer to Appendix B for emissions modeling assumptions and results.

As noted in Table 1, construction of the proposed Project would generate maximum-daily emissions of approximately 8.3 lbs/day of VOCs, 110.8 lbs/day of NO_x, 81.6 lbs/day of CO, 0.1 lbs/day of SO_x, 23.6 lbs/day of PM₁₀, and 11.9 lbs/day of PM_{2.5}. These updated emissions estimates are slightly lower than those identified in the previously prepared air quality assessment due largely to changes in off-road and on-road usage data/emission factors contained in the updated CalEEMod emissions model and changes to the construction start year. Nonetheless, as depicted in Table 1 and consistent with the findings in the previously prepared air quality assessment, construction-generated emissions of NO_x would exceed SCAQMD's daily significance thresholds. This impact would be considered potentially significant impact.



CONSTRUCTION-GENERATED EMISSIONS WITH MITIGATION

The previously prepared air quality emissions analysis included numerous mitigation measures for the control of construction generated emissions from on-site (e.g., off-road equipment, fugitive dust) and off-site (e.g., haul trucks) emissions sources. Updated emissions estimates, with implementation of the proposed mitigation measures are summarized in Table 2. As indicated, with implementation of proposed mitigation measures, maximum-daily construction emissions would be reduced to approximately 2.8 lbs/day of VOCs, 45.1 lbs/day of NO_x, 89.1 lbs/day of CO, 0.2 lbs/day of SO_x, 11.2 lbs/day of PM₁₀, and 4.5 lbs/day of PM_{2.5}. With mitigation, construction-generated emissions would not exceed SCAQMD's daily significance thresholds and would be considered to have a less-than-significant impact.

Table 2
Construction Emissions with Mitigation

Construction Activity	Emissions (lbs/day) ^{1,3}					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Asphalt Demolition	0.9	5.7	29.9	0.0	0.5	0.2
Site Preparation & Material Export	0.8	24.2	14.2	0.1	5.8	2.3
Site Preparation & Material Import	0.9	14.5	27.0	0.1	4.4	1.9
Grading & Excavation	0.7	3.2	33.6	0.0	3.1	0.4
Park & Infrastructure Construction	1.5	3.8	34.5	0.1	3.6	0.9
Paving	1.9	3.5	25.0	0.0	0.4	0.1
Utility Installation	0.3	1.3	14.5	0.0	0.2	0.1
Building Construction	2.2	6.1	37.5	0.1	5.7	1.6
In-River Terracing	1.1	6.4	47.8	0.1	0.9	0.3
Maximum Daily Emissions ² :	2.8	45.1	89.1	0.2	11.2	4.5
SCAQMD Significance Thresholds:	75	100	550	150	150	55
Exceeds Thresholds?	No	No	No	No	No	No
<p>1. Emissions were quantified using the CalEEMod, v2020.4.0, computer program. Includes the use of off-road equipment meeting Tier 4 emissions standards and compliance with SCAQMD's Rule 403. VOC and ROG emissions were considered equivalent. Totals may not sum due to rounding.</p> <p>2. Maximum daily emissions assumes some activities, including site preparation, material import and export, and in-river terracing could potentially occur simultaneously on any given day.</p> <p>3. Includes EMFAC Off-Model Adjustment Factors to account for SAFE Vehicle Rule Part One.</p> <p>lbs/day = pounds per day; VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = respirable particulate matter (10 micrometers or less); PM_{2.5} = fine particulate matter (2.5 micrometers or less)</p> <p>Refer to Appendix B for emissions modeling assumptions and results.</p>						

LOCALIZED CONSTRUCTION-GENERATED EMISSIONS FROM ON-SITE SOURCES

Construction projects can result in short-term increases of TACs, as well as emissions of airborne fugitive dust. The SCAQMD has developed localized significance thresholds (LSTs) for the evaluation of short-term localized air quality impacts. The LSTs are based on CAAQS, which have been established to provide a margin of safety regarding the protection of public health and welfare.

Updated construction emissions from on-site sources in comparison to SCAQMD's LSTs are summarized in Table 3. It is important to note that the previously prepared emission analysis assumed that some portions of



the approved *Sixth Street Viaduct Improvement Project* would be under construction during construction of the proposed Project. Construction of the *Sixth Street Viaduct Improvement Project* has since been completed and, therefore, has been removed from this analysis. As noted in Table 3, on-site construction emissions associated with the Proposed project would total approximately 1.3 lbs/day of ROG, 5.9 lbs/day of NO_x, 75.7 lbs/day of CO, 5.2 lbs/day of PM₁₀, and 2.7 lbs/day of PM_{2.5}. Project-generated on-site construction emissions would not exceed SCAQMD corresponding LSTs. This impact would be considered less than significant.

**Table 3
 On-Site Construction Emissions**

Construction Activity	Emissions (lbs/day) ¹					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Asphalt Demolition	0.8	5.2	28.9	0.0	0.2	0.2
Site Preparation & Material Export	0.1	0.8	8.5	0.0	2.6	1.3
Site Preparation & Material Import	0.4	1.8	22.6	0.0	2.6	1.3
Grading & Excavation	0.5	2.3	32.2	0.0	2.6	0.2
Park & Infrastructure Construction	0.6	2.5	25.7	0.0	0.6	0.1
Paving	1.8	2.1	23.9	0.0	0.0	0.0
Utility Installation	0.2	1.0	13.9	0.0	0.0	0.0
Building Construction	0.7	4.4	21.2	0.0	0.2	0.2
In-River Terracing	0.8	3.4	44.6	0.1	0.0	0.0
Maximum PARC Construction Emissions ² :	1.3	5.9	75.7	0.1	5.2	2.7
SCAQMD Localized Significance Thresholds ³ :	None	108	827	None	43	10
PARC Project Construction Emissions Exceeds Thresholds?	-	No	No	-	No	No

1. Emissions were quantified using the CalEEMod, v2020.4.0 computer program. Includes use of Tier 4 heavy-duty off-road equipment and implementation of dust control measures in compliance with SCAQMD Rule 403. Totals may not sum due to rounding. Includes EMFAC Off-Model Adjustment Factors to account for SAFE Vehicle Rule Part One.

2. Maximum daily emissions assume some activities, such as material import and export, and in-river terracing could potentially occur simultaneously on any given day.

3. LSTs are based on a two-acre site with sensitive receptors located at 100 meters for PM₁₀ and PM_{2.5} and 25 meters for NO_x and CO. lbs/day = pounds per day; VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = respirable particulate matter (10 micrometers or less); PM_{2.5} = fine particulate matter (2.5 micrometers or less)
 Refer to Appendix B for emissions modeling assumptions and results.

SHORT-TERM GREENHOUSE GAS EMISSIONS

Short-term annual GHG emissions for the proposed Project are summarized in Table 4. Based on the conservative assumption that in-river terracing could potentially occur during the initial year of construction, the highest annual emissions of GHGs associated with construction of the proposed Project would total approximately 1,267 MTCO_{2e}. In total, construction activities would generate approximately 1,786 MTCO_{2e}. There would also be a small amount of GHG emissions from waste generated during construction; however, this amount is speculative. Construction emissions, when amortized over the life of the project, defined as 30 years, would average approximately 60 MTCO_{2e}/yr. Amortized construction-generated GHG emissions were included in the operational GHG emissions inventory for evaluation of project-generated GHG emissions in comparison to GHG significance thresholds.



Table 4
Short-Term Construction-Generated GHG Emissions

Year	Total GHG Emissions (MTCO _{2e}) ^{1,2}
Construction Year 1	1,267
Construction Year 2	175
Construction Year 3	344
Total:	1,786
Amortized Emissions:	60
<p>1. Based on CalEEMod computer modeling. Amortized emissions assume an average project life of 30 years. Refer to Appendix B for modeling results and assumptions.</p> <p>2. Includes EMFAC Off-Model Adjustment Factors to account for SAFE Vehicle Rule Part One and the Final SAFE Rule.</p> <p>MTCO_{2e} = Metric tons of carbon dioxide equivalent</p> <p>Refer to Appendix B for emissions modeling assumptions and results.</p>	

LONG-TERM GREENHOUSE GAS EMISSIONS

Estimated long-term operational GHG emissions were updated to reflect the inclusion of the updated amortized construction GHG emissions noted in Table 4. Updated long-term operational GHG emissions are summarized in Table 5. As noted, operational GHG emissions would total approximately 497 MTCO_{2e}/year during the initial year of operation and 467 MTCO_{2e}/year in year 2030. In comparison to BAU conditions (without GHG-reduction measures) the proposed Project would result in GHG reductions of approximately 8.6 percent for opening year conditions and approximately 9.4 percent for future year 2030 conditions. A majority of the GHG reductions would be associated with anticipated reductions in onsite electricity consumption and projected reductions in vehicle emission standards.

In comparison to the emissions generated by the proposed Project, the industrial land uses that were removed would have generated substantially higher GHG emissions totaling approximately 2,411 MTCO_{2e} for opening year conditions and approximately 1,945 MTCO_{2e} for future year 2030 conditions. Taking into account these removed GHG emissions and with the inclusion of amortized construction-generated GHG emissions, the proposed Project would result in overall net reductions of approximately -1,855 MTCO_{2e} in the opening year and -1,419 MTCO_{2e} in 2030. The proposed Project would not generate GHG emissions that would result in a net increase in GHG emissions. This impact is considered less than significant.



**Table 5
 Summary of Annual Operational GHG Emissions**

Land Use/Event (Capacity)	Emissions (MTCO _{2e}) ¹	
	Opening Year	Year 2030
Special Events (1,000) ²	44	44
Special Events (2,000) ²	96	96
Special Event (3,250) ²	7	7
Special Events (5,000) ²	6	6
Soccer Fields	156	151
Park Uses & Buildings	188	163
Total:	497	467
Business-As-Usual ⁴ :	544	510
Reduction Compared to BAU:	-47 (-8.6%)	-44 (-9.4%)
Total with Amortized Construction Emissions ³ :	557	527
Less Industrial Uses Removed ⁵ :	-2,411	-1,945
Net Change Compared to Industrial Uses Removed:	-1,854 (-78%)	-1,418 (-74%)

1. Totals may not sum due to rounding. Emissions were quantified using the CalEEMod computer program based on trip-generation rates derived from the traffic analysis prepared for this project. Refer to Appendix B for emissions modeling assumptions and results. Project emissions include compliance with current building standards, including use of low-flow water fixtures, use of water-efficient irrigation systems, and improved neighborhood connectivity. To be conservative, opening year is conservatively based on year 2021 conditions.

2. Assumes 24 days/year for events with a capacity of 1,000 attendees, 26 days/year for events with a capacity of 2,000 attendees, 2 days/year for events with a capacity of 3,250 attendees, 1 day/year for events with a capacity of 5,000 attendees.

3. Construction-generated emissions were amortized over an estimated 30-year project life.

4. Business-as-usual excludes compliance with current building standards, including use of low-flow water fixtures, use of water-efficient irrigation systems, and improved neighborhood connectivity.

5. Existing industrial uses assumes 223,900 square feet of industrial uses. Vehicle trip-generation rates were derived from the traffic analysis prepared for this project. Excludes stationary-source and off-road equipment emissions.

MTCO_{2e} = Metric tons of carbon dioxide equivalent
 Refer to Appendix B for emissions modeling assumptions and results.

APPENDIX A

General Conformity Determination

GENERAL CONFORMITY REGULATORY OVERVIEW

Title 40 of the Code of Federal Regulations, Part 93, requires that the federal government not engage, support, or provide financial assistance for licensing, permitting, or approving any activity not conforming to an approved CAA implementation plan. Title I, section 176(c)(1), of the CAA defines conformity as the upholding of "an implementation plan's purpose of eliminating or reducing the severity and number of violations of the NAAQS and achieving attainment of such standards." Accordingly, proposed Federal actions should not, through additional air pollutant emissions:

- cause or contribute to new violations of any NAAQS in any area;
- increase the frequency or severity of any existing violation of any NAAQS; or
- delay timely attainment of any NAAQS or interim emission reductions.

The General Conformity regulations take into account air pollutant emissions associated with actions that are federally funded, licensed, permitted, or approved. These regulations ensure that emissions associated with federal actions do not contribute to air quality degradation, thus preventing the achievement of state and federal air quality goals. In short, General Conformity refers to the process of evaluating plans, programs, and projects to determine and demonstrate that they meet the requirements of the CAA and applicable SIP. In general, the General Conformity regulations divide the air conformity process into two distinct areas: (1) Applicability Analysis, and (2) Conformity Determination. Federal agencies must initially assess if an action is subject to the Conformity Rule (Applicability Analysis) and then, if applicable, whether the action conforms to an applicable implementation plan (Conformity Determination).

On March 24, 2010, the U.S. EPA revised the General Conformity regulations. These revisions improved the process federal entities use to demonstrate that their actions will not contribute to a NAAQS violation, provides tools to encourage better communication and air quality planning between states and federal agencies, and encourages both the federal agencies and the states to take early actions to ensure projects will conform to the appropriate state, tribal, or federal implementation plans for attaining or maintaining the NAAQS. The following is a summary of the revisions made to the Conformity regulations (U.S.EPA 2010).¹

- Allows federal facilities expecting future expansion or modifications to negotiate a facility-wide emission budget with applicable state air quality agencies. Actions taken that do not exceed these budgets would be deemed to conform to the SIP and would not need a conformity determination.
- Incorporates an early emission reduction credit program for all agencies that follow the Airport Early Emission Reduction guidance developed jointly by EPA and the Federal Aviation Administration. This program encourages emission reduction actions on federal installations by providing emission reduction credits that can be used to demonstrate conformity for subsequent actions on the facility.
- Allows emissions of one precursor pollutant to be offset by the reduction of emissions of another precursor pollutant. For example, both oxides of nitrogen and volatile organic compounds are ozone precursors – they are emitted and then react in the atmosphere to form ground-level ozone. In an area that does not meet EPA's ground-level ozone standard, reductions in nitrogen oxide emissions could be offset by reductions of volatile organic compounds.
- Allows alternative schedules for mitigating emission increases where state air quality agencies can accommodate temporary emission increases in exchange for long-term or permanent emission reductions.
- Removes requirements for federal agencies to conduct conformity determinations for "regionally significant" actions. Such actions have emissions greater than 10 percent of the emissions inventory

¹ United States Environmental Protection Agency (U.S.EPA). Accessed: June 24, 2010. General Conformity, Regulatory Actions, Final revisions to the General Conformity Regulations. Fact Sheet. Available at: url: <http://www.epa.gov/air/genconform/regs.html>

for a nonattainment area. These analyses have been conducted for 16 years and have never shown an action to interfere with attainment or maintenance of a NAAQS.

- Lists categories of actions that federal agencies can presume to conform. The final rule also allows states to establish “presumed to conform” lists for actions in their state.

GENERAL CONFORMITY *DE MINIMIS* EMISSION LEVELS

When assessing the applicability of a proposed Federal action to General Conformity requirements, General Conformity requirements would be deemed to apply to a Proposed Federal action when the total of direct and indirect emissions caused by the Federal action would equal or exceed the *de minimis* emission levels of criteria pollutants within corresponding nonattainment or maintenance areas. General Conformity *de minimis* emission levels, expressed in tons per year (TPY), are summarized in Table A-1. If the federal action will cause emissions that equal or exceed the *de minimis* emission levels in any nonattainment or maintenance area and the action is not otherwise exempt, “presumed to conform,” or included in the existing emissions budget of the applicable implementation plan for attaining or maintaining the NAAQS, the agency must conduct a conformity determination before implementation of the proposed Federal action. In such instances, compliance with the General Conformity Rule can be demonstrated in one or more of the following ways, which must be completed prior to initiation of construction:

- By reducing emissions to below the General Conformity *de minimis* emission levels;
- By showing that the emissions are included in the area’s emission budget for the state implementation plan (SIP);
- By demonstrating that the state agrees to include the emission increases in the area’s SIP without exceeding emission budgets;
- By offsetting the project’s emissions in each year that the General Conformity *de minimis* threshold values are exceeded;
- By an air quality modeling analysis demonstrating the project would not cause or exacerbate a national ambient air quality standard (NAAQS)

EXEMPTIONS FROM GENERAL CONFORMITY REQUIREMENTS

In accordance with General Conformity regulations, the following actions are exempt:

- Actions where the total of direct and indirect emissions are below the specified emissions levels
- Actions which would result in no emissions increase or an increase in emissions that is clearly *de minimis*
- Actions where the emissions are not reasonably foreseeable, such as the following:
 - Initial Outer Continental Shelf lease sales which are made on a broad scale and are followed by exploration and development plans on a project level
 - Electric power marketing activities that involve the acquisition, sale and transmission of electric energy
- Actions which implement a decision to conduct or carry out a conforming program such as prescribed burning actions which are consistent with a conforming land management plan.
- Actions which include major or minor new or modified stationary sources requiring a permit under the New Source Review program or the prevention of significant deterioration program.
- Actions in response to emergencies or natural disasters such as hurricanes, earthquakes, etc., which are commenced on the order of hours or days after the emergency or disaster and, if applicable, which meet the requirements for Federal actions which are part of a continuing response
- Actions which include research, investigations, studies, demonstrations, or training (unless otherwise exempted) where no environmental detriment is incurred and/or, the particular action

further air quality research, as determined by the State agency primarily responsible for the applicable SIP

- Actions which include alteration and additions of existing structures as specifically required by new or existing applicable environmental legislation or environmental regulations (e.g., hush houses for aircraft engines and scrubbers for air emissions)
- Actions which include direct emissions from remedial and removal actions carried out under CERCLA (and associated regulations to the extent such emissions either comply with the substantive requirements of the PSD/NSR permitting program or are exempted from other environmental regulation under the provisions of CERCLA and applicable regulations issued under CERCLA.)

APPLICABILITY ANALYSIS

The first step in a general conformity evaluation is an analysis of whether the General Conformity requirements apply to a Federal action proposed to be taken in a nonattainment or a maintenance area. Unless exempted by the regulations or otherwise presumed to conform, a Federal action requires a general conformity determination for each pollutant where the total of direct and indirect emissions caused by the Federal action would equal or exceed an annual *de minimis* emission level for the criteria air pollutants identified within corresponding nonattainment or maintenance areas. The following provides an analysis of General Conformity requirements applicable to the proposed Project.

Federal Attainment Status

As noted in Table A-1, the SCAB is designated extreme nonattainment for the federal ozone standards and serious nonattainment for the federal PM_{2.5} standard. The SCAB is designated maintenance for federal PM₁₀ and CO standards. The relevant *de minimis* levels for the South Coast Air Basin are shown below in Table A-2.

Emissions Analysis

Methodology

Construction

Construction emissions were calculated using the California Emissions Estimator Model (CalEEMod), version 2020.40 computer program. Modeling was conducted for the proposed Project based on estimated material to be imported and exported, off-road equipment usage, and construction schedules provided by the project engineers. Other construction modeling assumptions, including mobile-source emission factors and usage rates, were based on default parameters contained in the model for Los Angeles County. Emissions were quantified for both direct and indirect emission sources using the most current methodologies and techniques available. Emissions modeling assumptions and output files are provided in Appendix B.

Long-term Operation

Long-term operational emissions of criteria air pollutants were calculated using the CalEEMod, version 2016.3.2, computer program. Modeling was conducted based on the estimated building square footage to be constructed and vehicle trip-generation rates identified in the traffic analysis prepared for this project. Project and site enhancements that would contribute to reductions in mobile-source emissions were also accounted for in the analysis, based on methodologies contained in CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* and the default emission reductions identified in CalEEMod. These measures included reductions associated with providing increased diversity (LUT-3), transit accessibility within 0.5 miles of the project site (LUT-5), and improvements to the existing pedestrian network (SDT-1). Increased exposure of sensitive land uses to localized pollutant concentrations were qualitatively assessed. Emissions were quantified for both

direct and indirect emission sources using the most current methodologies and techniques available. Emissions modeling files are provided in Appendix B.

**Table A-1
Federal General Conformity *de minimis* Levels**

Pollutant	Emission Levels (tons per year)
Nonattainment Areas (NAAs)	
Ozone (VOC's or NO _x)	
Serious NAAs	50
Severe NAAs	25
Extreme NAAs	10
Other Ozone NAA's outside an ozone transport region	100
Other Ozone NAA's inside an ozone transport region	
VOC	50
NO _x	100
CO: All NAAs	100
SO ₂ and NO ₂ : All NAAs	100
PM ₁₀	
Moderate NAAs	100
Serious NAAs	70
PM _{2.5}	
Moderate NAAs	100
Serious NAAs	70
Maintenance Areas (MAs)	
Ozone (NO _x), SO ₂ or NO ₂ : All MAs	100
Ozone (VOCs):	
MAs inside an ozone transport region	50
MAs outside an ozone transport region	100
CO: All MAs	100
PM ₁₀ (All MAs):	100
Pb (All MAs):	25

VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO₂ = sulfur dioxide; NO₂ = nitrogen dioxide; PM₁₀ = respirable particulate matter (10 micrometers or less); PM_{2.5} = fine particulate matter (2.5 micrometers or less); Pb = lead
Source: United States Environmental Protection Agency (U.S.EPA). Accessed: April 27, 2018. General Conformity. Website url: <https://www.epa.gov/general-conformity>.

**Table A-2
Federal General Conformity *de minimis* Levels for Los Angeles County**

Pollutant	De Minimis Level
VOC	10
NO _x	10
CO	100
PM ₁₀	100
PM _{2.5}	70

VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide;
PM₁₀ = respirable particulate matter (10 micrometers or less); PM_{2.5} = fine particulate matter (2.5 micrometers or less)
Source: United States Environmental Protection Agency (U.S.EPA). Accessed: April 27, 2018. General Conformity. Website url: <https://www.epa.gov/general-conformity>.

Operational emissions associated with the existing industrial uses that were removed were also quantified based on the trip-generation rates identified in the traffic analysis prepared for this project and default energy usage, water usage, and waste-generation rates identified in CalEEMod. Project-generated emissions were compared to estimated emissions associated with the removed industrial uses for determination of net changes in operational emissions. It is important to note that the analysis does not account for potential

emissions from onsite area or stationary sources that may have been associated with operation of the existing industrial uses. As a result, net changes in operational emissions are conservative.

Proposed Project Emissions

Construction

Annual construction-generated emissions are summarized in Table A-3. As depicted, the highest annual construction-generated emissions would total approximately 0.4 tons/year of VOC, 5.0 tons/year of NO_x, 3.3 tons/year of CO, 1.1 tons/year of PM₁₀, and 0.5 tons/year of PM_{2.5}. Uncontrolled direct and indirect annual emissions would not exceed General Conformity *de minimis* levels.

**Table A-3
Uncontrolled Annual Construction Emissions
Compared to Federal General Conformity *de minimis* Levels**

Construction Year	Emissions (tons/year) ^{1,2}				
	VOC	NO _x	CO	PM ₁₀	PM _{2.5}
Year 1 ³	0.4	5.0	3.3	1.1	0.5
Federal General Conformity <i>De Minimis</i> Levels:	10	10	100	100	70
Exceeds Federal General Conformity <i>De Minimis</i> Levels?	No	No	No	No	No
Year 2	0.1	0.5	0.7	0.1	0.0
Federal General Conformity <i>De Minimis</i> Levels:	10	10	100	100	70
Exceeds Federal General Conformity <i>De Minimis</i> Levels?	No	No	No	No	No
Year 3	0.1	0.7	1.6	0.3	0.1
Federal General Conformity <i>De Minimis</i> Levels:	10	10	100	100	70
Exceeds Federal General Conformity <i>De Minimis</i> Levels?	No	No	No	No	No
^{1.} Based on uncontrolled emissions estimates. Includes direct and indirect emission sources. Totals may not sum due to rounding. ^{2.} Emissions were calculated using the CalEEMod computer program, version 2020.4.0. Includes EMFAC Off-Model Adjustment Factors to account for SAFE Vehicle Rule Part One. ^{3.} Based on a conservative assumption that In-River terrecing could occur potentially occur during the initial construction year.. Refer to Appendix B for modeling assumptions and results.					

Operational Emissions

Annual operational emissions associated with the proposed Project and net increases in annual operational emissions, in comparison to the industrial uses that were removed, are summarized in Table 4. As depicted in Table A-4, annual operational emissions would not exceed Federal General Conformity *de minimis* levels.

APPLICABILITY DETERMINATION

As discussed above, annual construction and operational emissions attributable to the proposed Project would not exceed General Conformity *de minimis* emission levels. As a result, the proposed Project is not subject to General Conformity determination requirements.

Table A-4
Annual Operational Emissions
Compared to Federal General Conformity *de minimis* Levels

Land Use/Event (Capacity)	Direct & Indirect Emissions (tons/year) ^{1,2}				
	VOC	NO _x	CO	PM ₁₀	PM _{2.5}
Special Events (1,000) ³	0.0	0.0	0.1	0.1	0.0
Special Events (2,000) ³	0.0	0.1	0.2	0.1	0.0
Special Events (3,250) ³	0.0	0.0	0.0	0.0	0.0
Special Events (5,000) ³	0.0	0.0	0.0	0.0	0.0
Soccer Fields	0.0	0.1	0.3	0.2	0.0
East & West Park Uses & Buildings	0.0	0.1	0.3	0.1	0.0
Total:	0.1	0.4	1.0	0.5	0.0
Industrial Land Uses Removed:	1.1	0.9	2.1	0.6	0.2
Net Change:	-1.0	-0.5	-1.1	-0.1	-0.2
Federal General Conformity <i>De Minimis</i> Levels:	10	10	100	100	70
Exceeds Thresholds?	No	No	No	No	No

1. Emissions were quantified using the CalEEMod, v2016.3.2, computer program. Includes direct and indirect emissions. Totals may not sum due to rounding.

2. Mobile-source emissions were quantified based on trip-generation rates obtained from the traffic analysis prepared for this project and default assumptions contained in CalEEMod for Los Angeles County.

3. Assumes 24 days/year for events with a capacity of 1,000 attendees, 26 days/year for events with a capacity of 2,000 attendees, 2 days/year for events with a capacity of 3,250 attendees, and 1 day/year for events with a capacity of 5,000 attendees. Refer to Appendix B for emissions modeling assumptions and results.

APPENDIX B

Emissions Modeling

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6th Street PARC - Construction Emissions Only

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	87.00	Space	0.78	34,800.00	0
City Park	12.22	Acre	12.22	532,303.20	0
Fast Food Restaurant w/o Drive Thru	0.70	1000sqft	0.02	700.00	0
Health Club	2.00	1000sqft	0.05	2,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	12			Operational Year	2025
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Includes 200 sq.ft. cafe, 2,000 sq.ft. rec. building, 87 paved parking spaces (0.78 acres), 12.22 acres of park uses, 13 acres total.

Construction Phase - Based on construction schedules provided.

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - .Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - .Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

Trips and VMT - Based on trip and haul information provided.

Grading - .

Vehicle Trips - Construction run only.

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Tier 4 engins with Level 3 DPF applied.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	16.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	32.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	300.00	60.00
tblConstructionPhase	NumDays	300.00	120.00
tblConstructionPhase	NumDays	300.00	30.00
tblConstructionPhase	NumDays	20.00	40.00
tblConstructionPhase	NumDays	30.00	9.00
tblConstructionPhase	NumDays	20.00	60.00
tblConstructionPhase	NumDays	20.00	3.00
tblConstructionPhase	NumDays	20.00	30.00
tblConstructionPhase	NumDays	20.00	120.00
tblConstructionPhase	NumDays	10.00	150.00
tblConstructionPhase	NumDays	10.00	30.00
tblConstructionPhase	NumDays	10.00	33.00
tblConstructionPhase	NumDays	10.00	60.00
tblGrading	AcresOfGrading	9.00	31.50
tblGrading	AcresOfGrading	0.00	49.50
tblGrading	AcresOfGrading	0.00	90.00
tblGrading	MaterialExported	0.00	16,700.00

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblGrading	MaterialImported	0.00	16,700.00
tblOffRoadEquipment	HorsePower	231.00	226.00
tblOffRoadEquipment	HorsePower	231.00	226.00
tblOffRoadEquipment	HorsePower	187.00	174.00
tblOffRoadEquipment	HorsePower	130.00	125.00
tblOffRoadEquipment	HorsePower	247.00	255.00
tblOffRoadEquipment	HorsePower	221.00	81.00
tblOffRoadEquipment	HorsePower	221.00	205.00
tblOffRoadEquipment	HorsePower	9.00	300.00
tblOffRoadEquipment	HorsePower	9.00	300.00
tblOffRoadEquipment	HorsePower	9.00	300.00
tblOffRoadEquipment	HorsePower	16.00	400.00
tblOffRoadEquipment	HorsePower	16.00	400.00
tblOffRoadEquipment	HorsePower	158.00	162.00
tblOffRoadEquipment	HorsePower	187.00	174.00
tblOffRoadEquipment	HorsePower	402.00	400.00
tblOffRoadEquipment	HorsePower	402.00	400.00
tblOffRoadEquipment	HorsePower	402.00	400.00
tblOffRoadEquipment	HorsePower	402.00	400.00
tblOffRoadEquipment	HorsePower	172.00	85.00
tblOffRoadEquipment	HorsePower	78.00	80.00
tblOffRoadEquipment	LoadFactor	0.73	0.38
tblOffRoadEquipment	LoadFactor	0.29	0.20
tblOffRoadEquipment	LoadFactor	0.42	0.36
tblOffRoadEquipment	LoadFactor	0.37	0.40
tblOffRoadEquipment	LoadFactor	0.50	0.73
tblOffRoadEquipment	LoadFactor	0.50	0.29
tblOffRoadEquipment	LoadFactor	0.56	0.29
tblOffRoadEquipment	LoadFactor	0.56	0.20

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblOffRoadEquipment	LoadFactor	0.56	0.42
tblOffRoadEquipment	LoadFactor	0.38	0.40
tblOffRoadEquipment	LoadFactor	0.38	0.48
tblOffRoadEquipment	LoadFactor	0.38	0.74
tblOffRoadEquipment	LoadFactor	0.41	0.42
tblOffRoadEquipment	LoadFactor	0.38	0.42
tblOffRoadEquipment	LoadFactor	0.38	0.48
tblOffRoadEquipment	LoadFactor	0.38	0.42
tblOffRoadEquipment	LoadFactor	0.74	0.20
tblOffRoadEquipment	LoadFactor	0.74	0.45
tblOffRoadEquipment	LoadFactor	0.38	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.40
tblOffRoadEquipment	LoadFactor	0.38	0.37
tblOffRoadEquipment	LoadFactor	0.37	0.38
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	8.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	8.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	8.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	8.00	2.00
tblTripsAndVMT	HaulingTripLength	20.00	210.00

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	93.00	8.00
tblTripsAndVMT	VendorTripNumber	93.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	93.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	696.00	0.00
tblVehicleTrips	ST_TR	20.87	0.00
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	500.00	0.00
tblVehicleTrips	SU_TR	26.73	0.00
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	346.23	0.00
tblVehicleTrips	WD_TR	32.93	0.00

2.0 Emissions Summary

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.2919	4.2594	2.6308	0.0115	0.9506	0.1278	1.0783	0.3864	0.1182	0.5046						1,140.6352
2023	0.0752	0.5403	0.6817	1.9300e-003	0.1008	0.0214	0.1222	0.0194	0.0198	0.0392						175.4384
2024	0.1392	0.7438	1.6119	3.7400e-003	0.2456	0.0358	0.2813	0.0654	0.0331	0.0984						344.4573
Maximum	0.2919	4.2594	2.6308	0.0115	0.9506	0.1278	1.0783	0.3864	0.1182	0.5046						1,140.6352

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.1139	2.2521	2.7845	0.0115	0.5344	0.0197	0.5541	0.1954	0.0187	0.2142						1,140.6348
2023	0.0338	0.1231	0.8801	1.9300e-003	0.0717	8.1000e-004	0.0725	0.0163	7.8000e-004	0.0170						175.4383
2024	0.0940	0.2490	1.7219	3.7400e-003	0.2456	6.8500e-003	0.2524	0.0654	6.3300e-003	0.0717						344.4571
Maximum	0.1139	2.2521	2.7845	0.0115	0.5344	0.0197	0.5541	0.1954	0.0187	0.2142						1,140.6348

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	52.27	52.66	-9.38	0.00	34.34	85.21	40.68	41.21	84.89	52.84	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2022	3-31-2022	1.4064	0.5897
2	4-1-2022	6-30-2022	1.3336	0.8451
3	7-1-2022	9-30-2022	1.1553	0.7395
4	10-1-2022	12-31-2022	0.5395	0.0846
5	1-1-2023	3-31-2023	0.3571	0.0809
6	4-1-2023	6-30-2023	0.0929	0.0258
7	7-1-2023	9-30-2023	0.0115	0.0115
8	10-1-2023	12-31-2023	0.1511	0.0379
9	1-1-2024	3-31-2024	0.4305	0.0873
10	4-1-2024	6-30-2024	0.3272	0.1680
11	7-1-2024	9-30-2024	0.0751	0.0526
		Highest	1.4064	0.8451

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0189	1.0000e-005	1.3000e-003	0.0000		0.0000	0.0000		0.0000	0.0000						2.6900e-003
Energy	1.0600e-003	9.6600e-003	8.1200e-003	6.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004						30.7894
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Waste						0.0000	0.0000		0.0000	0.0000						10.3145
Water						0.0000	0.0000		0.0000	0.0000						53.0278
Total	0.0199	9.6700e-003	9.4200e-003	6.0000e-005	0.0000	7.3000e-004	7.3000e-004	0.0000	7.3000e-004	7.3000e-004						94.1344

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	2/25/2022	5	40	
2	Site Preparation - Export	Site Preparation	2/28/2022	9/23/2022	5	150	
3	Site Preparation - Import	Site Preparation	3/1/2022	4/11/2022	5	30	

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Site Preparation - Grading	Grading	9/23/2022	10/5/2022	5	9
5	Site Preparation - Excavation	Site Preparation	10/5/2022	11/18/2022	5	33
6	Park & Infrastructure - Construction	Site Preparation	11/18/2022	2/9/2023	5	60
7	Park & Infrastructure - Concrete	Building Construction	2/10/2023	3/23/2023	5	30
8	Paving - Asphalt	Paving	3/23/2023	5/3/2023	5	30
9	Paving - Concrete	Paving	5/3/2023	10/17/2023	5	120
10	Paving - DG	Paving	10/17/2023	1/8/2024	5	60
11	Paving - Earthwork	Paving	1/8/2024	1/10/2024	5	3
12	Utilities	Trenching	1/10/2024	3/12/2024	5	45
13	Structures - Construction	Building Construction	3/13/2024	6/4/2024	5	60
14	Structures - Concrete	Building Construction	6/5/2024	11/19/2024	5	120

Acres of Grading (Site Preparation Phase): 75

Acres of Grading (Grading Phase): 31.5

Acres of Paving: 0.78

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Bore/Drill Rigs	1	4.00	81	0.73
Demolition	Concrete/Industrial Saws	1	4.00	81	0.38
Demolition	Excavators	3	8.00	158	0.38
Demolition	Off-Highway Trucks	1	6.00	400	0.38
Demolition	Other Construction Equipment	1	8.00	85	0.42
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation - Export	Dumpers/Tenders	8	6.00	400	0.40
Site Preparation - Export	Rubber Tired Dozers	1	8.00	247	0.40

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Site Preparation - Export	Tractors/Loaders/Backhoes	8	2.00	97	0.37
Site Preparation - Import	Dumpers/Tenders	8	6.00	400	0.48
Site Preparation - Import	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation - Import	Tractors/Loaders/Backhoes	8	8.00	97	0.37
Site Preparation - Grading	Excavators	0	8.00	158	0.38
Site Preparation - Grading	Graders	2	8.00	174	0.41
Site Preparation - Grading	Rollers	2	8.00	80	0.40
Site Preparation - Grading	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation - Grading	Scrapers	0	8.00	367	0.48
Site Preparation - Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation - Excavation	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation - Excavation	Tractors/Loaders/Backhoes	8	8.00	97	0.37
Park & Infrastructure - Construction	Off-Highway Trucks	2	6.00	400	0.48
Park & Infrastructure - Construction	Rollers	1	8.00	80	0.37
Park & Infrastructure - Construction	Rubber Tired Dozers	0	8.00	247	0.40
Park & Infrastructure - Construction	Tractors/Loaders/Backhoes	3	8.00	97	0.40
Park & Infrastructure - Concrete	Cement and Mortar Mixers	1	8.00	300	0.20
Park & Infrastructure - Concrete	Cranes	1	8.00	226	0.29
Park & Infrastructure - Concrete	Forklifts	0	8.00	89	0.20
Park & Infrastructure - Concrete	Generator Sets	0	8.00	84	0.74
Park & Infrastructure - Concrete	Pumps	1	8.00	84	0.45
Park & Infrastructure - Concrete	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Park & Infrastructure - Concrete	Welders	0	8.00	46	0.45
Paving - Asphalt	Off-Highway Trucks	1	6.00	400	0.42
Paving - Asphalt	Pavers	1	8.00	125	0.36
Paving - Asphalt	Paving Equipment	0	8.00	132	0.36
Paving - Asphalt	Rollers	1	8.00	80	0.38
Paving - Concrete	Cement and Mortar Mixers	1	8.00	300	0.42
Paving - Concrete	Pavers	0	8.00	130	0.42

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Paving - Concrete	Paving Equipment	0	8.00	132	0.36
Paving - Concrete	Rollers	0	8.00	80	0.38
Paving - DG	Off-Highway Trucks	1	6.00	400	0.42
Paving - DG	Pavers	0	8.00	130	0.42
Paving - DG	Paving Equipment	0	8.00	132	0.36
Paving - DG	Rollers	0	8.00	80	0.38
Paving - DG	Tractors/Loaders/Backhoes	1	8.00	97	0.38
Paving - Earthwork	Graders	1	8.00	174	0.42
Paving - Earthwork	Pavers	0	8.00	130	0.42
Paving - Earthwork	Paving Equipment	0	8.00	132	0.36
Paving - Earthwork	Rollers	1	8.00	80	0.38
Utilities	Rollers	2	8.00	80	0.38
Utilities	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Utilities	Trenchers	2	8.00	80	0.50
Structures - Construction	Bore/Drill Rigs	1	8.00	205	0.29
Structures - Construction	Cranes	1	8.00	226	0.20
Structures - Construction	Excavators	2	8.00	162	0.74
Structures - Construction	Forklifts	0	8.00	89	0.20
Structures - Construction	Generator Sets	0	8.00	84	0.74
Structures - Construction	Rollers	1	8.00	80	0.37
Structures - Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Structures - Construction	Welders	0	8.00	46	0.45
Structures - Concrete	Cement and Mortar Mixers	1	8.00	300	0.29
Structures - Concrete	Cranes	0	7.00	231	0.29
Structures - Concrete	Forklifts	0	8.00	89	0.20
Structures - Concrete	Generator Sets	0	8.00	84	0.74
Structures - Concrete	Pumps	1	8.00	84	0.20
Structures - Concrete	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Structures - Concrete	Welders	0	8.00	46	0.45

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	10	25.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation - Export	17	43.00	8.00	2,088.00	14.70	6.90	210.00	LD_Mix	HDT_Mix	HHDT
Site Preparation - Import	17	43.00	8.00	2,088.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation - Grading	4	10.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation - Excavation	8	20.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Park & Infrastructure - Construction	6	15.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Park & Infrastructure - Concrete	3	239.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving - Asphalt	3	8.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving - Concrete	1	3.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving - DG	2	5.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving - Earthwork	2	5.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Utilities	6	15.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Structures - Construction	5	239.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Structures - Concrete	2	239.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Use Soil Stabilizer

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.15 Structures - Concrete - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Off-Road	1.0700e-003	4.6200e-003	0.0658	1.1000e-004		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005							9.1756
Total	1.0700e-003	4.6200e-003	0.0658	1.1000e-004		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005							9.1756

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000							0.0000
Vendor	5.3000e-004	0.0194	7.0900e-003	9.0000e-005	3.0300e-003	9.0000e-005	3.1200e-003	8.7000e-004	9.0000e-005	9.6000e-004							8.9729
Worker	0.0425	0.0323	0.4563	1.3300e-003	0.1571	9.3000e-004	0.1581	0.0417	8.5000e-004	0.0426							125.0225
Total	0.0430	0.0517	0.4634	1.4200e-003	0.1602	1.0200e-003	0.1612	0.0426	9.4000e-004	0.0436							133.9954

4.0 Operational Detail - Mobile

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000							0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000							0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Fast Food Restaurant w/o Drive Thru	0.00	0.00	0.00		
Health Club	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
Fast Food Restaurant w/o Drive	16.60	8.40	6.90	1.50	79.50	19.00	51	37	12
Health Club	16.60	8.40	6.90	16.90	64.10	19.00	52	39	9
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Fast Food Restaurant w/o Drive Thru	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Health Club	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Parking Lot	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000						20.2062
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000						20.2062
NaturalGas Mitigated	1.0600e-003	9.6600e-003	8.1200e-003	6.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004						10.5833
NaturalGas Unmitigated	1.0600e-003	9.6600e-003	8.1200e-003	6.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004						10.5833

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0				0.0000
Fast Food Restaurant w/o Drive Thru	30289				9.5347
Health Club	21720				6.8373
Parking Lot	12180				3.8342
Total					20.2062

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0				0.0000
Fast Food Restaurant w/o Drive Thru	30289				9.5347
Health Club	21720				6.8373
Parking Lot	12180				3.8342
Total					20.2062

6.0 Area Detail

6.1 Mitigation Measures Area

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0189	1.0000e-005	1.3000e-003	0.0000		0.0000	0.0000		0.0000	0.0000						2.6900e-003
Unmitigated	0.0189	1.0000e-005	1.3000e-003	0.0000		0.0000	0.0000		0.0000	0.0000						2.6900e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.7400e-003					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	0.0170					0.0000	0.0000		0.0000	0.0000						0.0000
Landscaping	1.2000e-004	1.0000e-005	1.3000e-003	0.0000		0.0000	0.0000		0.0000	0.0000						2.6900e-003
Total	0.0189	1.0000e-005	1.3000e-003	0.0000		0.0000	0.0000		0.0000	0.0000						2.6900e-003

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.7400e-003					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	0.0170					0.0000	0.0000		0.0000	0.0000						0.0000
Landscaping	1.2000e-004	1.0000e-005	1.3000e-003	0.0000		0.0000	0.0000		0.0000	0.0000						2.6900e-003
Total	0.0189	1.0000e-005	1.3000e-003	0.0000		0.0000	0.0000		0.0000	0.0000						2.6900e-003

7.0 Water Detail

7.1 Mitigation Measures Water

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated				53.0278
Unmitigated				53.0278

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 14.5599				50.9209
Fast Food Restaurant w/o Drive Thru	0.212474 / 0.0135621				1.2076
Health Club	0.118286 / 0.0724981				0.8994
Parking Lot	0 / 0				0.0000
Total					53.0278

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 14.5599				50.9209
Fast Food Restaurant w/o Drive Thru	0.212474 / 0.0135621				1.2076
Health Club	0.118286 / 0.0724981				0.8994
Parking Lot	0 / 0				0.0000
Total					53.0278

8.0 Waste Detail

8.1 Mitigation Measures Waste

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated				10.3145
Unmitigated				10.3145

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	1.05				0.5281
Fast Food Restaurant w/o Drive Thru	8.06				4.0534
Health Club	11.4				5.7331
Parking Lot	0				0.0000
Total					10.3145

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	1.05				0.5281
Fast Food Restaurant w/o Drive Thru	8.06				4.0534
Health Club	11.4				5.7331
Parking Lot	0				0.0000
Total					10.3145

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number
----------------	--------

11.0 Vegetation

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6th Street PARC - Construction Emissions Only

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	87.00	Space	0.78	34,800.00	0
City Park	12.22	Acre	12.22	532,303.20	0
Fast Food Restaurant w/o Drive Thru	0.70	1000sqft	0.02	700.00	0
Health Club	2.00	1000sqft	0.05	2,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	12			Operational Year	2025
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Includes 200 sq.ft. cafe, 2,000 sq.ft. rec. building, 87 paved parking spaces (0.78 acres), 12.22 acres of park uses, 13 acres total.

Construction Phase - Based on construction schedules provided.

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - .Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - .Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

Trips and VMT - Based on trip and haul information provided.

Grading - .

Vehicle Trips - Construction run only.

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Tier 4 engins with Level 3 DPF applied.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	16.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	32.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	300.00	60.00
tblConstructionPhase	NumDays	300.00	120.00
tblConstructionPhase	NumDays	300.00	30.00
tblConstructionPhase	NumDays	20.00	40.00
tblConstructionPhase	NumDays	30.00	9.00
tblConstructionPhase	NumDays	20.00	60.00
tblConstructionPhase	NumDays	20.00	3.00
tblConstructionPhase	NumDays	20.00	30.00
tblConstructionPhase	NumDays	20.00	120.00
tblConstructionPhase	NumDays	10.00	150.00
tblConstructionPhase	NumDays	10.00	30.00
tblConstructionPhase	NumDays	10.00	33.00
tblConstructionPhase	NumDays	10.00	60.00
tblGrading	AcresOfGrading	9.00	31.50
tblGrading	AcresOfGrading	0.00	49.50
tblGrading	AcresOfGrading	0.00	90.00
tblGrading	MaterialExported	0.00	16,700.00

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblGrading	MaterialImported	0.00	16,700.00
tblOffRoadEquipment	HorsePower	231.00	226.00
tblOffRoadEquipment	HorsePower	231.00	226.00
tblOffRoadEquipment	HorsePower	187.00	174.00
tblOffRoadEquipment	HorsePower	130.00	125.00
tblOffRoadEquipment	HorsePower	247.00	255.00
tblOffRoadEquipment	HorsePower	221.00	81.00
tblOffRoadEquipment	HorsePower	221.00	205.00
tblOffRoadEquipment	HorsePower	9.00	300.00
tblOffRoadEquipment	HorsePower	9.00	300.00
tblOffRoadEquipment	HorsePower	9.00	300.00
tblOffRoadEquipment	HorsePower	16.00	400.00
tblOffRoadEquipment	HorsePower	16.00	400.00
tblOffRoadEquipment	HorsePower	158.00	162.00
tblOffRoadEquipment	HorsePower	187.00	174.00
tblOffRoadEquipment	HorsePower	402.00	400.00
tblOffRoadEquipment	HorsePower	402.00	400.00
tblOffRoadEquipment	HorsePower	402.00	400.00
tblOffRoadEquipment	HorsePower	402.00	400.00
tblOffRoadEquipment	HorsePower	172.00	85.00
tblOffRoadEquipment	HorsePower	78.00	80.00
tblOffRoadEquipment	LoadFactor	0.73	0.38
tblOffRoadEquipment	LoadFactor	0.29	0.20
tblOffRoadEquipment	LoadFactor	0.42	0.36
tblOffRoadEquipment	LoadFactor	0.37	0.40
tblOffRoadEquipment	LoadFactor	0.50	0.73
tblOffRoadEquipment	LoadFactor	0.50	0.29
tblOffRoadEquipment	LoadFactor	0.56	0.29
tblOffRoadEquipment	LoadFactor	0.56	0.20

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblOffRoadEquipment	LoadFactor	0.56	0.42
tblOffRoadEquipment	LoadFactor	0.38	0.40
tblOffRoadEquipment	LoadFactor	0.38	0.48
tblOffRoadEquipment	LoadFactor	0.38	0.74
tblOffRoadEquipment	LoadFactor	0.41	0.42
tblOffRoadEquipment	LoadFactor	0.38	0.42
tblOffRoadEquipment	LoadFactor	0.38	0.48
tblOffRoadEquipment	LoadFactor	0.38	0.42
tblOffRoadEquipment	LoadFactor	0.74	0.20
tblOffRoadEquipment	LoadFactor	0.74	0.45
tblOffRoadEquipment	LoadFactor	0.38	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.40
tblOffRoadEquipment	LoadFactor	0.38	0.37
tblOffRoadEquipment	LoadFactor	0.37	0.38
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	8.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	8.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	8.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	8.00	2.00
tblTripsAndVMT	HaulingTripLength	20.00	210.00

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	93.00	8.00
tblTripsAndVMT	VendorTripNumber	93.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	93.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	696.00	0.00
tblVehicleTrips	ST_TR	20.87	0.00
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	500.00	0.00
tblVehicleTrips	SU_TR	26.73	0.00
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	346.23	0.00
tblVehicleTrips	WD_TR	32.93	0.00

2.0 Emissions Summary

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	4.5128	69.0753	39.8289	0.1906	18.0178	2.0170	20.0347	8.0652	1.8657	9.9310						20,953.1172
2023	2.1481	13.6155	20.1895	0.0545	2.8634	0.5779	3.3890	0.7617	0.5317	1.2520						5,483.1906
2024	2.6502	18.7328	25.3118	0.0566	2.7227	1.0556	3.2263	0.7232	0.9712	1.1866						5,692.6004
Maximum	4.5128	69.0753	39.8289	0.1906	18.0178	2.0170	20.0347	8.0652	1.8657	9.9310						20,953.1172

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.7804	37.2835	41.3733	0.1906	9.9778	0.2928	10.2706	3.9499	0.2804	4.2304						20,953.1172
2023	1.2000	2.5630	24.0076	0.0545	2.8634	0.0262	2.8896	0.7617	0.0247	0.7864						5,483.1906
2024	1.3977	5.2008	28.2515	0.0566	2.7227	0.1874	2.9102	0.7232	0.1729	0.8961						5,692.6004
Maximum	1.7804	37.2835	41.3733	0.1906	9.9778	0.2928	10.2706	3.9499	0.2804	4.2304						20,953.1172

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	52.98	55.59	-9.73	0.00	34.06	86.13	39.70	43.09	85.81	52.20	0.00	0.00	0.00	0.00	0.00	0.00

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	2/25/2022	5	40	
2	Site Preparation - Export	Site Preparation	2/28/2022	9/23/2022	5	150	
3	Site Preparation - Import	Site Preparation	3/1/2022	4/11/2022	5	30	
4	Site Preparation - Grading	Grading	9/23/2022	10/5/2022	5	9	
5	Site Preparation - Excavation	Site Preparation	10/5/2022	11/18/2022	5	33	
6	Park & Infrastructure - Construction	Site Preparation	11/18/2022	2/9/2023	5	60	
7	Park & Infrastructure - Concrete	Building Construction	2/10/2023	3/23/2023	5	30	
8	Paving - Asphalt	Paving	3/23/2023	5/3/2023	5	30	
9	Paving - Concrete	Paving	5/3/2023	10/17/2023	5	120	
10	Paving - DG	Paving	10/17/2023	1/8/2024	5	60	
11	Paving - Earthwork	Paving	1/8/2024	1/10/2024	5	3	
12	Utilities	Trenching	1/10/2024	3/12/2024	5	45	
13	Structures - Construction	Building Construction	3/13/2024	6/4/2024	5	60	
14	Structures - Concrete	Building Construction	6/5/2024	11/19/2024	5	120	

Acres of Grading (Site Preparation Phase): 75

Acres of Grading (Grading Phase): 31.5

Acres of Paving: 0.78

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Bore/Drill Rigs	1	4.00	81	0.73
Demolition	Concrete/Industrial Saws	1	4.00	81	0.38
Demolition	Excavators	3	8.00	158	0.38
Demolition	Off-Highway Trucks	1	6.00	400	0.38
Demolition	Other Construction Equipment	1	8.00	85	0.42
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation - Export	Dumpers/Tenders	8	6.00	400	0.40
Site Preparation - Export	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation - Export	Tractors/Loaders/Backhoes	8	2.00	97	0.37
Site Preparation - Import	Dumpers/Tenders	8	6.00	400	0.48
Site Preparation - Import	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation - Import	Tractors/Loaders/Backhoes	8	8.00	97	0.37
Site Preparation - Grading	Excavators	0	8.00	158	0.38
Site Preparation - Grading	Graders	2	8.00	174	0.41
Site Preparation - Grading	Rollers	2	8.00	80	0.40
Site Preparation - Grading	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation - Grading	Scrapers	0	8.00	367	0.48
Site Preparation - Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation - Excavation	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation - Excavation	Tractors/Loaders/Backhoes	8	8.00	97	0.37
Park & Infrastructure - Construction	Off-Highway Trucks	2	6.00	400	0.48
Park & Infrastructure - Construction	Rollers	1	8.00	80	0.37
Park & Infrastructure - Construction	Rubber Tired Dozers	0	8.00	247	0.40
Park & Infrastructure - Construction	Tractors/Loaders/Backhoes	3	8.00	97	0.40
Park & Infrastructure - Concrete	Cement and Mortar Mixers	1	8.00	300	0.20

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Park & Infrastructure - Concrete	Cranes	1	8.00	226	0.29
Park & Infrastructure - Concrete	Forklifts	0	8.00	89	0.20
Park & Infrastructure - Concrete	Generator Sets	0	8.00	84	0.74
Park & Infrastructure - Concrete	Pumps	1	8.00	84	0.45
Park & Infrastructure - Concrete	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Park & Infrastructure - Concrete	Welders	0	8.00	46	0.45
Paving - Asphalt	Off-Highway Trucks	1	6.00	400	0.42
Paving - Asphalt	Pavers	1	8.00	125	0.36
Paving - Asphalt	Paving Equipment	0	8.00	132	0.36
Paving - Asphalt	Rollers	1	8.00	80	0.38
Paving - Concrete	Cement and Mortar Mixers	1	8.00	300	0.42
Paving - Concrete	Pavers	0	8.00	130	0.42
Paving - Concrete	Paving Equipment	0	8.00	132	0.36
Paving - Concrete	Rollers	0	8.00	80	0.38
Paving - DG	Off-Highway Trucks	1	6.00	400	0.42
Paving - DG	Pavers	0	8.00	130	0.42
Paving - DG	Paving Equipment	0	8.00	132	0.36
Paving - DG	Rollers	0	8.00	80	0.38
Paving - DG	Tractors/Loaders/Backhoes	1	8.00	97	0.38
Paving - Earthwork	Graders	1	8.00	174	0.42
Paving - Earthwork	Pavers	0	8.00	130	0.42
Paving - Earthwork	Paving Equipment	0	8.00	132	0.36
Paving - Earthwork	Rollers	1	8.00	80	0.38
Utilities	Rollers	2	8.00	80	0.38
Utilities	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Utilities	Trenchers	2	8.00	80	0.50
Structures - Construction	Bore/Drill Rigs	1	8.00	205	0.29
Structures - Construction	Cranes	1	8.00	226	0.20
Structures - Construction	Excavators	2	8.00	162	0.74

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Structures - Construction	Forklifts	0	8.00	89	0.20
Structures - Construction	Generator Sets	0	8.00	84	0.74
Structures - Construction	Rollers	1	8.00	80	0.37
Structures - Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Structures - Construction	Welders	0	8.00	46	0.45
Structures - Concrete	Cement and Mortar Mixers	1	8.00	300	0.29
Structures - Concrete	Cranes	0	7.00	231	0.29
Structures - Concrete	Forklifts	0	8.00	89	0.20
Structures - Concrete	Generator Sets	0	8.00	84	0.74
Structures - Concrete	Pumps	1	8.00	84	0.20
Structures - Concrete	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Structures - Concrete	Welders	0	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	10	25.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation - Export	17	43.00	8.00	2,088.00	14.70	6.90	210.00	LD_Mix	HDT_Mix	HHDT
Site Preparation - Import	17	43.00	8.00	2,088.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation - Grading	4	10.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation - Excavation	8	20.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Park & Infrastructure - Construction	6	15.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Park & Infrastructure - Concrete	3	239.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving - Asphalt	3	8.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving - Concrete	1	3.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving - DG	2	5.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving - Earthwork	2	5.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Utilities	6	15.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Structures - Construction	5	239.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Structures - Concrete	2	239.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Use Soil Stabilizer

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6549	24.9004	28.7166	0.0477		1.2190	1.2190		1.1246	1.1246						4,648.1988
Total	2.6549	24.9004	28.7166	0.0477		1.2190	1.2190		1.1246	1.1246						4,648.1988

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	0.0157	0.3919	0.1344	1.5700e-003	0.0512	3.7300e-003	0.0550	0.0148	3.5700e-003	0.0183						175.7401
Worker	0.0865	0.0632	0.9853	2.5600e-003	0.2794	1.7900e-003	0.2812	0.0741	1.6500e-003	0.0758						262.0720
Total	0.1023	0.4550	1.1197	4.1300e-003	0.3307	5.5200e-003	0.3362	0.0889	5.2200e-003	0.0941						437.8121

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8305	5.2184	28.8894	0.0477		0.1640	0.1640		0.1516	0.1516						4,648.1988
Total	0.8305	5.2184	28.8894	0.0477		0.1640	0.1640		0.1516	0.1516						4,648.1988

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	0.0157	0.3919	0.1344	1.5700e-003	0.0512	3.7300e-003	0.0550	0.0148	3.5700e-003	0.0183						175.7401
Worker	0.0865	0.0632	0.9853	2.5600e-003	0.2794	1.7900e-003	0.2812	0.0741	1.6500e-003	0.0758						262.0720
Total	0.1023	0.4550	1.1197	4.1300e-003	0.3307	5.5200e-003	0.3362	0.0889	5.2200e-003	0.0941						437.8121

3.3 Site Preparation - Export - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5649	0.0000	6.5649	3.3694	0.0000	3.3694						0.0000
Off-Road	1.1665	12.1449	8.0579	0.0148		0.5976	0.5976		0.5498	0.5498						1,441.0716
Total	1.1665	12.1449	8.0579	0.0148	6.5649	0.5976	7.1625	3.3694	0.5498	3.9192						1,441.0716

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - Export - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5381	22.0413	3.9017	0.0872	2.5555	0.1806	2.7361	0.7004	0.1727	0.8731						10,027.3995
Vendor	0.0157	0.3919	0.1344	1.5700e-003	0.0512	3.7300e-003	0.0550	0.0148	3.5700e-003	0.0183						175.7401
Worker	0.1488	0.1087	1.6948	4.4000e-003	0.4806	3.0800e-003	0.4837	0.1275	2.8400e-003	0.1303						450.7638
Total	0.7027	22.5418	5.7308	0.0932	3.0874	0.1874	3.2748	0.8426	0.1792	1.0218						10,653.9034

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.5603	0.0000	2.5603	1.3141	0.0000	1.3141						0.0000
Off-Road	0.1805	0.7822	8.5177	0.0148		3.6100e-003	3.6100e-003		3.6100e-003	3.6100e-003						1,441.0716
Total	0.1805	0.7822	8.5177	0.0148	2.5603	3.6100e-003	2.5639	1.3141	3.6100e-003	1.3177						1,441.0716

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - Export - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5381	22.0413	3.9017	0.0872	2.5555	0.1806	2.7361	0.7004	0.1727	0.8731						10,027.3995
Vendor	0.0157	0.3919	0.1344	1.5700e-003	0.0512	3.7300e-003	0.0550	0.0148	3.5700e-003	0.0183						175.7401
Worker	0.1488	0.1087	1.6948	4.4000e-003	0.4806	3.0800e-003	0.4837	0.1275	2.8400e-003	0.1303						450.7638
Total	0.7027	22.5418	5.7308	0.0932	3.0874	0.1874	3.2748	0.8426	0.1792	1.0218						10,653.9034

3.4 Site Preparation - Import - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.6153	0.0000	6.6153	3.3770	0.0000	3.3770						0.0000
Off-Road	2.1548	22.1988	21.4856	0.0334		1.1383	1.1383		1.0473	1.0473						3,263.1193
Total	2.1548	22.1988	21.4856	0.0334	6.6153	1.1383	7.7536	3.3770	1.0473	4.4243						3,263.1193

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Site Preparation - Import - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3243	11.6892	2.7255	0.0433	1.2183	0.0868	1.3051	0.3340	0.0831	0.4171						4,968.519 1
Vendor	0.0157	0.3919	0.1344	1.5700e-003	0.0512	3.7300e-003	0.0550	0.0148	3.5700e-003	0.0183						175.7401
Worker	0.1488	0.1087	1.6948	4.4000e-003	0.4806	3.0800e-003	0.4837	0.1275	2.8400e-003	0.1303						450.7638
Total	0.4888	12.1898	4.5546	0.0492	1.7501	0.0937	1.8438	0.4762	0.0895	0.5657						5,595.022 9

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.5800	0.0000	2.5800	1.3170	0.0000	1.3170						0.0000
Off-Road	0.4084	1.7697	22.5701	0.0334		8.1700e-003	8.1700e-003		8.1700e-003	8.1700e-003						3,263.119 3
Total	0.4084	1.7697	22.5701	0.0334	2.5800	8.1700e-003	2.5881	1.3170	8.1700e-003	1.3252						3,263.119 3

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Site Preparation - Import - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3243	11.6892	2.7255	0.0433	1.2183	0.0868	1.3051	0.3340	0.0831	0.4171						4,968.519 1
Vendor	0.0157	0.3919	0.1344	1.5700e-003	0.0512	3.7300e-003	0.0550	0.0148	3.5700e-003	0.0183						175.7401
Worker	0.1488	0.1087	1.6948	4.4000e-003	0.4806	3.0800e-003	0.4837	0.1275	2.8400e-003	0.1303						450.7638
Total	0.4888	12.1898	4.5546	0.0492	1.7501	0.0937	1.8438	0.4762	0.0895	0.5657						5,595.022 9

3.5 Site Preparation - Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.7118	0.0000	3.7118	0.4008	0.0000	0.4008						0.0000
Off-Road	1.4581	14.0135	12.7060	0.0180		0.7864	0.7864		0.7235	0.7235						1,753.303 8
Total	1.4581	14.0135	12.7060	0.0180	3.7118	0.7864	4.4981	0.4008	0.7235	1.1242						1,753.303 8

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Site Preparation - Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	0.0157	0.3919	0.1344	1.5700e-003	0.0512	3.7300e-003	0.0550	0.0148	3.5700e-003	0.0183						175.7401
Worker	0.0346	0.0253	0.3941	1.0200e-003	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303						104.8288
Total	0.0504	0.4171	0.5285	2.5900e-003	0.1630	4.4500e-003	0.1675	0.0444	4.2300e-003	0.0486						280.5689

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.4476	0.0000	1.4476	0.1563	0.0000	0.1563						0.0000
Off-Road	0.2187	0.9478	13.4873	0.0180		4.3700e-003	4.3700e-003		4.3700e-003	4.3700e-003						1,753.3038
Total	0.2187	0.9478	13.4873	0.0180	1.4476	4.3700e-003	1.4520	0.1563	4.3700e-003	0.1607						1,753.3038

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Site Preparation - Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	0.0157	0.3919	0.1344	1.5700e-003	0.0512	3.7300e-003	0.0550	0.0148	3.5700e-003	0.0183						175.7401
Worker	0.0346	0.0253	0.3941	1.0200e-003	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303						104.8288
Total	0.0504	0.4171	0.5285	2.5900e-003	0.1630	4.4500e-003	0.1675	0.0444	4.2300e-003	0.0486						280.5689

3.6 Site Preparation - Excavation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718						0.0000
Off-Road	1.3177	13.4051	17.9036	0.0249		0.7210	0.7210		0.6633	0.6633						2,429.3969
Total	1.3177	13.4051	17.9036	0.0249	1.5908	0.7210	2.3117	0.1718	0.6633	0.8350						2,429.3969

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Site Preparation - Excavation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	0.0157	0.3919	0.1344	1.5700e-003	0.0512	3.7300e-003	0.0550	0.0148	3.5700e-003	0.0183						175.7401
Worker	0.0692	0.0505	0.7883	2.0400e-003	0.2236	1.4300e-003	0.2250	0.0593	1.3200e-003	0.0606						209.6576
Total	0.0850	0.4424	0.9226	3.6100e-003	0.2748	5.1600e-003	0.2800	0.0740	4.8900e-003	0.0789						385.3977

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6204	0.0000	0.6204	0.0670	0.0000	0.0670						0.0000
Off-Road	0.3038	1.3166	18.7365	0.0249		6.0800e-003	6.0800e-003		6.0800e-003	6.0800e-003						2,429.3969
Total	0.3038	1.3166	18.7365	0.0249	0.6204	6.0800e-003	0.6265	0.0670	6.0800e-003	0.0731						2,429.3969

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Site Preparation - Excavation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	0.0157	0.3919	0.1344	1.5700e-003	0.0512	3.7300e-003	0.0550	0.0148	3.5700e-003	0.0183						175.7401
Worker	0.0692	0.0505	0.7883	2.0400e-003	0.2236	1.4300e-003	0.2250	0.0593	1.3200e-003	0.0606						209.6576
Total	0.0850	0.4424	0.9226	3.6100e-003	0.2748	5.1600e-003	0.2800	0.0740	4.8900e-003	0.0789						385.3977

3.7 Park & Infrastructure - Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718						0.0000
Off-Road	1.6923	14.6821	15.4018	0.0376		0.6643	0.6643		0.6112	0.6112						3,665.0886
Total	1.6923	14.6821	15.4018	0.0376	1.5908	0.6643	2.2550	0.1718	0.6112	0.7829						3,665.0886

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Park & Infrastructure - Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	0.0157	0.3919	0.1344	1.5700e-003	0.0512	3.7300e-003	0.0550	0.0148	3.5700e-003	0.0183						175.7401
Worker	0.0519	0.0379	0.5912	1.5300e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455						157.2432
Total	0.0677	0.4298	0.7256	3.1000e-003	0.2189	4.8000e-003	0.2237	0.0592	4.5600e-003	0.0638						332.9833

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6204	0.0000	0.6204	0.0670	0.0000	0.0670						0.0000
Off-Road	0.4593	1.9902	20.7023	0.0376		9.1900e-003	9.1900e-003		9.1900e-003	9.1900e-003						3,665.0886
Total	0.4593	1.9902	20.7023	0.0376	0.6204	9.1900e-003	0.6296	0.0670	9.1900e-003	0.0762						3,665.0886

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Park & Infrastructure - Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	0.0157	0.3919	0.1344	1.5700e-003	0.0512	3.7300e-003	0.0550	0.0148	3.5700e-003	0.0183						175.7401
Worker	0.0519	0.0379	0.5912	1.5300e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455						157.2432
Total	0.0677	0.4298	0.7256	3.1000e-003	0.2189	4.8000e-003	0.2237	0.0592	4.5600e-003	0.0638						332.9833

3.7 Park & Infrastructure - Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718						0.0000
Off-Road	1.5905	13.2749	15.2400	0.0376		0.5754	0.5754		0.5293	0.5293						3,667.9126
Total	1.5905	13.2749	15.2400	0.0376	1.5908	0.5754	2.1661	0.1718	0.5293	0.7011						3,667.9126

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Park & Infrastructure - Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	9.2100e-003	0.3071	0.1190	1.4900e-003	0.0512	1.5400e-003	0.0528	0.0148	1.4800e-003	0.0162						167.2249
Worker	0.0480	0.0335	0.5436	1.4800e-003	0.1677	1.0100e-003	0.1687	0.0445	9.3000e-004	0.0454						153.0181
Total	0.0572	0.3406	0.6625	2.9700e-003	0.2189	2.5500e-003	0.2215	0.0592	2.4100e-003	0.0616						320.2430

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6204	0.0000	0.6204	0.0670	0.0000	0.0670						0.0000
Off-Road	0.4593	1.9902	20.7023	0.0376		9.1900e-003	9.1900e-003		9.1900e-003	9.1900e-003						3,667.9126
Total	0.4593	1.9902	20.7023	0.0376	0.6204	9.1900e-003	0.6296	0.0670	9.1900e-003	0.0762						3,667.9126

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.8 Park & Infrastructure - Concrete - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	9.2100e-003	0.3071	0.1190	1.4900e-003	0.0512	1.5400e-003	0.0528	0.0148	1.4800e-003	0.0162						167.2249
Worker	0.7653	0.5336	8.6607	0.0237	2.6715	0.0161	2.6876	0.7085	0.0148	0.7233						2,438.0888
Total	0.7745	0.8406	8.7797	0.0251	2.7227	0.0177	2.7404	0.7232	0.0163	0.7396						2,605.3137

3.9 Paving - Asphalt - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7275	6.1048	6.9409	0.0174		0.2680	0.2680		0.2466	0.2466						1,698.5924
Paving	0.0681					0.0000	0.0000		0.0000	0.0000						0.0000
Total	0.7956	6.1048	6.9409	0.0174		0.2680	0.2680		0.2466	0.2466						1,698.5924

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.9 Paving - Asphalt - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	9.2100e-003	0.3071	0.1190	1.4900e-003	0.0512	1.5400e-003	0.0528	0.0148	1.4800e-003	0.0162						167.2249
Worker	0.0256	0.0179	0.2899	7.9000e-004	0.0894	5.4000e-004	0.0900	0.0237	5.0000e-004	0.0242						81.6097
Total	0.0348	0.3249	0.4089	2.2800e-003	0.1407	2.0800e-003	0.1428	0.0385	1.9800e-003	0.0404						248.8346

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2131	0.9235	9.8093	0.0174		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003						1,698.5924
Paving	0.0681					0.0000	0.0000		0.0000	0.0000						0.0000
Total	0.2813	0.9235	9.8093	0.0174		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003						1,698.5924

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Paving - Concrete - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	9.2100e-003	0.3071	0.1190	1.4900e-003	0.0512	1.5400e-003	0.0528	0.0148	1.4800e-003	0.0162						167.2249
Worker	9.6100e-003	6.7000e-003	0.1087	3.0000e-004	0.0335	2.0000e-004	0.0337	8.8900e-003	1.9000e-004	9.0800e-003						30.6036
Total	0.0188	0.3138	0.2277	1.7900e-003	0.0848	1.7400e-003	0.0865	0.0236	1.6700e-003	0.0253						197.8285

3.11 Paving - DG - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5711	4.5201	5.0041	0.0141		0.1843	0.1843		0.1695	0.1695						1,376.4490
Paving	0.0341					0.0000	0.0000		0.0000	0.0000						0.0000
Total	0.6051	4.5201	5.0041	0.0141		0.1843	0.1843		0.1695	0.1695						1,376.4490

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.11 Paving - DG - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	9.2100e-003	0.3071	0.1190	1.4900e-003	0.0512	1.5400e-003	0.0528	0.0148	1.4800e-003	0.0162						167.2249
Worker	0.0160	0.0112	0.1812	4.9000e-004	0.0559	3.4000e-004	0.0562	0.0148	3.1000e-004	0.0151						51.0060
Total	0.0252	0.3182	0.3002	1.9800e-003	0.1071	1.8800e-003	0.1090	0.0296	1.7900e-003	0.0314						218.2309

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1723	0.7468	7.2943	0.0141		3.4500e-003	3.4500e-003		3.4500e-003	3.4500e-003						1,376.4490
Paving	0.0341					0.0000	0.0000		0.0000	0.0000						0.0000
Total	0.2064	0.7468	7.2943	0.0141		3.4500e-003	3.4500e-003		3.4500e-003	3.4500e-003						1,376.4490

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.11 Paving - DG - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	9.2100e-003	0.3071	0.1190	1.4900e-003	0.0512	1.5400e-003	0.0528	0.0148	1.4800e-003	0.0162						167.2249
Worker	0.0160	0.0112	0.1812	4.9000e-004	0.0559	3.4000e-004	0.0562	0.0148	3.1000e-004	0.0151						51.0060
Total	0.0252	0.3182	0.3002	1.9800e-003	0.1071	1.8800e-003	0.1090	0.0296	1.7900e-003	0.0314						218.2309

3.11 Paving - DG - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5578	4.2323	4.9769	0.0141		0.1671	0.1671		0.1537	0.1537						1,377.0301
Paving	0.0341					0.0000	0.0000		0.0000	0.0000						0.0000
Total	0.5918	4.2323	4.9769	0.0141		0.1671	0.1671		0.1537	0.1537						1,377.0301

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.11 Paving - DG - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	8.9300e-003	0.3077	0.1164	1.4700e-003	0.0512	1.5500e-003	0.0528	0.0148	1.4900e-003	0.0162						164.7232
Worker	0.0149	9.9700e-003	0.1687	4.8000e-004	0.0559	3.2000e-004	0.0562	0.0148	3.0000e-004	0.0151						49.9353
Total	0.0239	0.3177	0.2851	1.9500e-003	0.1071	1.8700e-003	0.1090	0.0296	1.7900e-003	0.0314						214.6585

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1723	0.7468	7.2943	0.0141		3.4500e-003	3.4500e-003		3.4500e-003	3.4500e-003						1,377.0301
Paving	0.0341					0.0000	0.0000		0.0000	0.0000						0.0000
Total	0.2064	0.7468	7.2943	0.0141		3.4500e-003	3.4500e-003		3.4500e-003	3.4500e-003						1,377.0301

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.12 Paving - Earthwork - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	8.9300e-003	0.3077	0.1164	1.4700e-003	0.0512	1.5500e-003	0.0528	0.0148	1.4900e-003	0.0162						164.7232
Worker	0.0149	9.9700e-003	0.1687	4.8000e-004	0.0559	3.2000e-004	0.0562	0.0148	3.0000e-004	0.0151						49.9353
Total	0.0239	0.3177	0.2851	1.9500e-003	0.1071	1.8700e-003	0.1090	0.0296	1.7900e-003	0.0314						214.6585

3.13 Utilities - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2767	12.4259	13.4886	0.0184		0.7426	0.7426		0.6832	0.6832						1,797.3383
Total	1.2767	12.4259	13.4886	0.0184		0.7426	0.7426		0.6832	0.6832						1,797.3383

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.13 Utilities - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	8.9300e-003	0.3077	0.1164	1.4700e-003	0.0512	1.5500e-003	0.0528	0.0148	1.4900e-003	0.0162						164.7232
Worker	0.0448	0.0299	0.5060	1.4400e-003	0.1677	9.7000e-004	0.1686	0.0445	8.9000e-004	0.0454						149.8058
Total	0.0537	0.3376	0.6224	2.9100e-003	0.2189	2.5200e-003	0.2214	0.0592	2.3800e-003	0.0616						314.5290

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2250	0.9748	13.8723	0.0184		4.5000e-003	4.5000e-003		4.5000e-003	4.5000e-003						1,797.3383
Total	0.2250	0.9748	13.8723	0.0184		4.5000e-003	4.5000e-003		4.5000e-003	4.5000e-003						1,797.3383

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.13 Utilities - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	8.9300e-003	0.3077	0.1164	1.4700e-003	0.0512	1.5500e-003	0.0528	0.0148	1.4900e-003	0.0162						164.7232
Worker	0.0448	0.0299	0.5060	1.4400e-003	0.1677	9.7000e-004	0.1686	0.0445	8.9000e-004	0.0454						149.8058
Total	0.0537	0.3376	0.6224	2.9100e-003	0.2189	2.5200e-003	0.2214	0.0592	2.3800e-003	0.0616						314.5290

3.14 Structures - Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1988	10.4734	17.1339	0.0322		0.4866	0.4866		0.4476	0.4476						3,140.9714
Total	1.1988	10.4734	17.1339	0.0322		0.4866	0.4866		0.4476	0.4476						3,140.9714

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.14 Structures - Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	8.9300e-003	0.3077	0.1164	1.4700e-003	0.0512	1.5500e-003	0.0528	0.0148	1.4900e-003	0.0162						164.7232
Worker	0.7133	0.4765	8.0615	0.0230	2.6715	0.0155	2.6869	0.7085	0.0142	0.7227						2,386.9058
Total	0.7223	0.7842	8.1779	0.0245	2.7227	0.0170	2.7397	0.7232	0.0157	0.7390						2,551.6290

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6754	4.4166	20.0736	0.0322		0.1704	0.1704		0.1572	0.1572						3,140.9714
Total	0.6754	4.4166	20.0736	0.0322		0.1704	0.1704		0.1572	0.1572						3,140.9714

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.15 Structures - Concrete - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	8.9300e-003	0.3077	0.1164	1.4700e-003	0.0512	1.5500e-003	0.0528	0.0148	1.4900e-003	0.0162						164.7232
Worker	0.7133	0.4765	8.0615	0.0230	2.6715	0.0155	2.6869	0.7085	0.0142	0.7227						2,386.9058
Total	0.7223	0.7842	8.1779	0.0245	2.7227	0.0170	2.7397	0.7232	0.0157	0.7390						2,551.6290

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Fast Food Restaurant w/o Drive Thru	0.00	0.00	0.00		
Health Club	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
Fast Food Restaurant w/o Drive	16.60	8.40	6.90	1.50	79.50	19.00	51	37	12
Health Club	16.60	8.40	6.90	16.90	64.10	19.00	52	39	9
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Fast Food Restaurant w/o Drive Thru	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Health Club	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Parking Lot	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	5.8300e-003	0.0530	0.0445	3.2000e-004		4.0200e-003	4.0200e-003		4.0200e-003	4.0200e-003						63.9235
NaturalGas Unmitigated	5.8300e-003	0.0530	0.0445	3.2000e-004		4.0200e-003	4.0200e-003		4.0200e-003	4.0200e-003						63.9235

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Fast Food Restaurant w/o Drive Thru	0.441729	4.7600e-003	0.0433	0.0364	2.6000e-004		3.2900e-003	3.2900e-003		3.2900e-003	3.2900e-003						52.2769
Health Club	0.098411	1.0600e-003	9.6500e-003	8.1000e-003	6.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004						11.6466
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Total		5.8200e-003	0.0530	0.0445	3.2000e-004		4.0200e-003	4.0200e-003		4.0200e-003	4.0200e-003						63.9235

6.0 Area Detail

6.1 Mitigation Measures Area

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	9.5100e-003					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	0.0932					0.0000	0.0000		0.0000	0.0000						0.0000
Landscaping	9.6000e-004	9.0000e-005	0.0104	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005						0.0238
Total	0.1037	9.0000e-005	0.0104	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005						0.0238

7.0 Water Detail

7.1 Mitigation Measures Water

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6th Street PARC - Construction Emissions Only

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	87.00	Space	0.78	34,800.00	0
City Park	12.22	Acre	12.22	532,303.20	0
Fast Food Restaurant w/o Drive Thru	0.70	1000sqft	0.02	700.00	0
Health Club	2.00	1000sqft	0.05	2,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	12			Operational Year	2025
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Includes 200 sq.ft. cafe, 2,000 sq.ft. rec. building, 87 paved parking spaces (0.78 acres), 12.22 acres of park uses, 13 acres total.

Construction Phase - Based on construction schedules provided.

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - .Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - .Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

Off-road Equipment - Offroad equipment based on information provided.

Trips and VMT - Based on trip and haul information provided.

Grading - .

Vehicle Trips - Construction run only.

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Tier 4 engins with Level 3 DPF applied.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	16.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	32.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	300.00	60.00
tblConstructionPhase	NumDays	300.00	120.00
tblConstructionPhase	NumDays	300.00	30.00
tblConstructionPhase	NumDays	20.00	40.00
tblConstructionPhase	NumDays	30.00	9.00
tblConstructionPhase	NumDays	20.00	60.00
tblConstructionPhase	NumDays	20.00	3.00
tblConstructionPhase	NumDays	20.00	30.00
tblConstructionPhase	NumDays	20.00	120.00
tblConstructionPhase	NumDays	10.00	150.00
tblConstructionPhase	NumDays	10.00	30.00
tblConstructionPhase	NumDays	10.00	33.00
tblConstructionPhase	NumDays	10.00	60.00
tblGrading	AcresOfGrading	9.00	31.50
tblGrading	AcresOfGrading	0.00	49.50
tblGrading	AcresOfGrading	0.00	90.00
tblGrading	MaterialExported	0.00	16,700.00

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblGrading	MaterialImported	0.00	16,700.00
tblOffRoadEquipment	HorsePower	231.00	226.00
tblOffRoadEquipment	HorsePower	231.00	226.00
tblOffRoadEquipment	HorsePower	187.00	174.00
tblOffRoadEquipment	HorsePower	130.00	125.00
tblOffRoadEquipment	HorsePower	247.00	255.00
tblOffRoadEquipment	HorsePower	221.00	81.00
tblOffRoadEquipment	HorsePower	221.00	205.00
tblOffRoadEquipment	HorsePower	9.00	300.00
tblOffRoadEquipment	HorsePower	9.00	300.00
tblOffRoadEquipment	HorsePower	9.00	300.00
tblOffRoadEquipment	HorsePower	16.00	400.00
tblOffRoadEquipment	HorsePower	16.00	400.00
tblOffRoadEquipment	HorsePower	158.00	162.00
tblOffRoadEquipment	HorsePower	187.00	174.00
tblOffRoadEquipment	HorsePower	402.00	400.00
tblOffRoadEquipment	HorsePower	402.00	400.00
tblOffRoadEquipment	HorsePower	402.00	400.00
tblOffRoadEquipment	HorsePower	402.00	400.00
tblOffRoadEquipment	HorsePower	172.00	85.00
tblOffRoadEquipment	HorsePower	78.00	80.00
tblOffRoadEquipment	LoadFactor	0.73	0.38
tblOffRoadEquipment	LoadFactor	0.29	0.20
tblOffRoadEquipment	LoadFactor	0.42	0.36
tblOffRoadEquipment	LoadFactor	0.37	0.40
tblOffRoadEquipment	LoadFactor	0.50	0.73
tblOffRoadEquipment	LoadFactor	0.50	0.29
tblOffRoadEquipment	LoadFactor	0.56	0.29
tblOffRoadEquipment	LoadFactor	0.56	0.20

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblOffRoadEquipment	LoadFactor	0.56	0.42
tblOffRoadEquipment	LoadFactor	0.38	0.40
tblOffRoadEquipment	LoadFactor	0.38	0.48
tblOffRoadEquipment	LoadFactor	0.38	0.74
tblOffRoadEquipment	LoadFactor	0.41	0.42
tblOffRoadEquipment	LoadFactor	0.38	0.42
tblOffRoadEquipment	LoadFactor	0.38	0.48
tblOffRoadEquipment	LoadFactor	0.38	0.42
tblOffRoadEquipment	LoadFactor	0.74	0.20
tblOffRoadEquipment	LoadFactor	0.74	0.45
tblOffRoadEquipment	LoadFactor	0.38	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.40
tblOffRoadEquipment	LoadFactor	0.38	0.37
tblOffRoadEquipment	LoadFactor	0.37	0.38
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	8.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	8.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	8.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	8.00	2.00
tblTripsAndVMT	HaulingTripLength	20.00	210.00

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	93.00	8.00
tblTripsAndVMT	VendorTripNumber	93.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	93.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	696.00	0.00
tblVehicleTrips	ST_TR	20.87	0.00
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	500.00	0.00
tblVehicleTrips	SU_TR	26.73	0.00
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	346.23	0.00
tblVehicleTrips	WD_TR	32.93	0.00

2.0 Emissions Summary

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	4.5240	70.4654	39.6133	0.1901	18.0178	2.0172	20.0350	8.0652	1.8659	9.9312						20,908.16 24
2023	2.2064	13.6334	19.4735	0.0532	2.8634	0.5779	3.3890	0.7617	0.5318	1.2520						5,353.082 0
2024	2.6542	18.7659	24.6704	0.0554	2.7227	1.0556	3.2263	0.7232	0.9712	1.1866						5,569.189 7
Maximum	4.5240	70.4654	39.6133	0.1901	18.0178	2.0172	20.0350	8.0652	1.8659	9.9312						20,908.16 24

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.7916	38.6736	41.1577	0.1901	9.9778	0.2931	10.2709	3.9499	0.2807	4.2306						20,908.16 24
2023	1.2582	2.6496	23.2916	0.0532	2.8634	0.0262	2.8896	0.7617	0.0248	0.7865						5,353.082 0
2024	1.4530	5.2650	27.6101	0.0554	2.7227	0.1875	2.9102	0.7232	0.1729	0.8961						5,569.189 7
Maximum	1.7916	38.6736	41.1577	0.1901	9.9778	0.2931	10.2709	3.9499	0.2807	4.2306						20,908.16 24

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	2/25/2022	5	40	
2	Site Preparation - Export	Site Preparation	2/28/2022	9/23/2022	5	150	
3	Site Preparation - Import	Site Preparation	3/1/2022	4/11/2022	5	30	
4	Site Preparation - Grading	Grading	9/23/2022	10/5/2022	5	9	
5	Site Preparation - Excavation	Site Preparation	10/5/2022	11/18/2022	5	33	
6	Park & Infrastructure - Construction	Site Preparation	11/18/2022	2/9/2023	5	60	
7	Park & Infrastructure - Concrete	Building Construction	2/10/2023	3/23/2023	5	30	
8	Paving - Asphalt	Paving	3/23/2023	5/3/2023	5	30	
9	Paving - Concrete	Paving	5/3/2023	10/17/2023	5	120	
10	Paving - DG	Paving	10/17/2023	1/8/2024	5	60	
11	Paving - Earthwork	Paving	1/8/2024	1/10/2024	5	3	
12	Utilities	Trenching	1/10/2024	3/12/2024	5	45	
13	Structures - Construction	Building Construction	3/13/2024	6/4/2024	5	60	
14	Structures - Concrete	Building Construction	6/5/2024	11/19/2024	5	120	

Acres of Grading (Site Preparation Phase): 75

Acres of Grading (Grading Phase): 31.5

Acres of Paving: 0.78

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Bore/Drill Rigs	1	4.00	81	0.73
Demolition	Concrete/Industrial Saws	1	4.00	81	0.38
Demolition	Excavators	3	8.00	158	0.38
Demolition	Off-Highway Trucks	1	6.00	400	0.38
Demolition	Other Construction Equipment	1	8.00	85	0.42
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation - Export	Dumpers/Tenders	8	6.00	400	0.40
Site Preparation - Export	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation - Export	Tractors/Loaders/Backhoes	8	2.00	97	0.37
Site Preparation - Import	Dumpers/Tenders	8	6.00	400	0.48
Site Preparation - Import	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation - Import	Tractors/Loaders/Backhoes	8	8.00	97	0.37
Site Preparation - Grading	Excavators	0	8.00	158	0.38
Site Preparation - Grading	Graders	2	8.00	174	0.41
Site Preparation - Grading	Rollers	2	8.00	80	0.40
Site Preparation - Grading	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation - Grading	Scrapers	0	8.00	367	0.48
Site Preparation - Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation - Excavation	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation - Excavation	Tractors/Loaders/Backhoes	8	8.00	97	0.37
Park & Infrastructure - Construction	Off-Highway Trucks	2	6.00	400	0.48
Park & Infrastructure - Construction	Rollers	1	8.00	80	0.37
Park & Infrastructure - Construction	Rubber Tired Dozers	0	8.00	247	0.40
Park & Infrastructure - Construction	Tractors/Loaders/Backhoes	3	8.00	97	0.40
Park & Infrastructure - Concrete	Cement and Mortar Mixers	1	8.00	300	0.20

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Park & Infrastructure - Concrete	Cranes	1	8.00	226	0.29
Park & Infrastructure - Concrete	Forklifts	0	8.00	89	0.20
Park & Infrastructure - Concrete	Generator Sets	0	8.00	84	0.74
Park & Infrastructure - Concrete	Pumps	1	8.00	84	0.45
Park & Infrastructure - Concrete	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Park & Infrastructure - Concrete	Welders	0	8.00	46	0.45
Paving - Asphalt	Off-Highway Trucks	1	6.00	400	0.42
Paving - Asphalt	Pavers	1	8.00	125	0.36
Paving - Asphalt	Paving Equipment	0	8.00	132	0.36
Paving - Asphalt	Rollers	1	8.00	80	0.38
Paving - Concrete	Cement and Mortar Mixers	1	8.00	300	0.42
Paving - Concrete	Pavers	0	8.00	130	0.42
Paving - Concrete	Paving Equipment	0	8.00	132	0.36
Paving - Concrete	Rollers	0	8.00	80	0.38
Paving - DG	Off-Highway Trucks	1	6.00	400	0.42
Paving - DG	Pavers	0	8.00	130	0.42
Paving - DG	Paving Equipment	0	8.00	132	0.36
Paving - DG	Rollers	0	8.00	80	0.38
Paving - DG	Tractors/Loaders/Backhoes	1	8.00	97	0.38
Paving - Earthwork	Graders	1	8.00	174	0.42
Paving - Earthwork	Pavers	0	8.00	130	0.42
Paving - Earthwork	Paving Equipment	0	8.00	132	0.36
Paving - Earthwork	Rollers	1	8.00	80	0.38
Utilities	Rollers	2	8.00	80	0.38
Utilities	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Utilities	Trenchers	2	8.00	80	0.50
Structures - Construction	Bore/Drill Rigs	1	8.00	205	0.29
Structures - Construction	Cranes	1	8.00	226	0.20
Structures - Construction	Excavators	2	8.00	162	0.74

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Structures - Construction	Forklifts	0	8.00	89	0.20
Structures - Construction	Generator Sets	0	8.00	84	0.74
Structures - Construction	Rollers	1	8.00	80	0.37
Structures - Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Structures - Construction	Welders	0	8.00	46	0.45
Structures - Concrete	Cement and Mortar Mixers	1	8.00	300	0.29
Structures - Concrete	Cranes	0	7.00	231	0.29
Structures - Concrete	Forklifts	0	8.00	89	0.20
Structures - Concrete	Generator Sets	0	8.00	84	0.74
Structures - Concrete	Pumps	1	8.00	84	0.20
Structures - Concrete	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Structures - Concrete	Welders	0	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	10	25.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation - Export	17	43.00	8.00	2,088.00	14.70	6.90	210.00	LD_Mix	HDT_Mix	HHDT
Site Preparation - Import	17	43.00	8.00	2,088.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation - Grading	4	10.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation - Excavation	8	20.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Park & Infrastructure - Construction	6	15.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Park & Infrastructure - Concrete	3	239.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving - Asphalt	3	8.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving - Concrete	1	3.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving - DG	2	5.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving - Earthwork	2	5.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Utilities	6	15.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Structures - Construction	5	239.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Structures - Concrete	2	239.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Use Soil Stabilizer

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6549	24.9004	28.7166	0.0477		1.2190	1.2190		1.1246	1.1246						4,648.1988
Total	2.6549	24.9004	28.7166	0.0477		1.2190	1.2190		1.1246	1.1246						4,648.1988

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	0.0156	0.4080	0.1390	1.5700e-003	0.0512	3.7500e-003	0.0550	0.0148	3.5800e-003	0.0183						175.8122
Worker	0.0926	0.0698	0.9047	2.4200e-003	0.2794	1.7900e-003	0.2812	0.0741	1.6500e-003	0.0758						248.4534
Total	0.1082	0.4778	1.0437	3.9900e-003	0.3307	5.5400e-003	0.3362	0.0889	5.2300e-003	0.0941						424.2656

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8305	5.2184	28.8894	0.0477		0.1640	0.1640		0.1516	0.1516						4,648.1988
Total	0.8305	5.2184	28.8894	0.0477		0.1640	0.1640		0.1516	0.1516						4,648.1988

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	0.0156	0.4080	0.1390	1.5700e-003	0.0512	3.7500e-003	0.0550	0.0148	3.5800e-003	0.0183						175.8122
Worker	0.0926	0.0698	0.9047	2.4200e-003	0.2794	1.7900e-003	0.2812	0.0741	1.6500e-003	0.0758						248.4534
Total	0.1082	0.4778	1.0437	3.9900e-003	0.3307	5.5400e-003	0.3362	0.0889	5.2300e-003	0.0941						424.2656

3.3 Site Preparation - Export - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5649	0.0000	6.5649	3.3694	0.0000	3.3694						0.0000
Off-Road	1.1665	12.1449	8.0579	0.0148		0.5976	0.5976		0.5498	0.5498						1,441.0716
Total	1.1665	12.1449	8.0579	0.0148	6.5649	0.5976	7.1625	3.3694	0.5498	3.9192						1,441.0716

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - Export - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5365	22.9019	3.9063	0.0872	2.5555	0.1806	2.7361	0.7004	0.1728	0.8732						10,027.6968
Vendor	0.0156	0.4080	0.1390	1.5700e-003	0.0512	3.7500e-003	0.0550	0.0148	3.5800e-003	0.0183						175.8122
Worker	0.1593	0.1201	1.5561	4.1600e-003	0.4806	3.0800e-003	0.4837	0.1275	2.8400e-003	0.1303						427.3398
Total	0.7114	23.4300	5.6014	0.0930	3.0874	0.1874	3.2748	0.8426	0.1792	1.0218						10,630.8488

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.5603	0.0000	2.5603	1.3141	0.0000	1.3141						0.0000
Off-Road	0.1805	0.7822	8.5177	0.0148		3.6100e-003	3.6100e-003		3.6100e-003	3.6100e-003						1,441.0716
Total	0.1805	0.7822	8.5177	0.0148	2.5603	3.6100e-003	2.5639	1.3141	3.6100e-003	1.3177						1,441.0716

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - Export - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5365	22.9019	3.9063	0.0872	2.5555	0.1806	2.7361	0.7004	0.1728	0.8732						10,027.69 68
Vendor	0.0156	0.4080	0.1390	1.5700e-003	0.0512	3.7500e-003	0.0550	0.0148	3.5800e-003	0.0183						175.8122
Worker	0.1593	0.1201	1.5561	4.1600e-003	0.4806	3.0800e-003	0.4837	0.1275	2.8400e-003	0.1303						427.3398
Total	0.7114	23.4300	5.6014	0.0930	3.0874	0.1874	3.2748	0.8426	0.1792	1.0218						10,630.84 88

3.4 Site Preparation - Import - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.6153	0.0000	6.6153	3.3770	0.0000	3.3770						0.0000
Off-Road	2.1548	22.1988	21.4856	0.0334		1.1383	1.1383		1.0473	1.0473						3,263.119 3
Total	2.1548	22.1988	21.4856	0.0334	6.6153	1.1383	7.7536	3.3770	1.0473	4.4243						3,263.119 3

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Site Preparation - Import - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3165	12.1636	2.7735	0.0433	1.2183	0.0870	1.3053	0.3340	0.0833	0.4173						4,969.9707
Vendor	0.0156	0.4080	0.1390	1.5700e-003	0.0512	3.7500e-003	0.0550	0.0148	3.5800e-003	0.0183						175.8122
Worker	0.1593	0.1201	1.5561	4.1600e-003	0.4806	3.0800e-003	0.4837	0.1275	2.8400e-003	0.1303						427.3398
Total	0.4913	12.6917	4.4685	0.0490	1.7501	0.0939	1.8440	0.4762	0.0897	0.5659						5,573.1227

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.5800	0.0000	2.5800	1.3170	0.0000	1.3170						0.0000
Off-Road	0.4084	1.7697	22.5701	0.0334		8.1700e-003	8.1700e-003		8.1700e-003	8.1700e-003						3,263.1193
Total	0.4084	1.7697	22.5701	0.0334	2.5800	8.1700e-003	2.5881	1.3170	8.1700e-003	1.3252						3,263.1193

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Site Preparation - Import - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3165	12.1636	2.7735	0.0433	1.2183	0.0870	1.3053	0.3340	0.0833	0.4173						4,969.9707
Vendor	0.0156	0.4080	0.1390	1.5700e-003	0.0512	3.7500e-003	0.0550	0.0148	3.5800e-003	0.0183						175.8122
Worker	0.1593	0.1201	1.5561	4.1600e-003	0.4806	3.0800e-003	0.4837	0.1275	2.8400e-003	0.1303						427.3398
Total	0.4913	12.6917	4.4685	0.0490	1.7501	0.0939	1.8440	0.4762	0.0897	0.5659						5,573.1227

3.5 Site Preparation - Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.7118	0.0000	3.7118	0.4008	0.0000	0.4008						0.0000
Off-Road	1.4581	14.0135	12.7060	0.0180		0.7864	0.7864		0.7235	0.7235						1,753.3038
Total	1.4581	14.0135	12.7060	0.0180	3.7118	0.7864	4.4981	0.4008	0.7235	1.1242						1,753.3038

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Site Preparation - Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	0.0156	0.4080	0.1390	1.5700e-003	0.0512	3.7500e-003	0.0550	0.0148	3.5800e-003	0.0183						175.8122
Worker	0.0371	0.0279	0.3619	9.7000e-004	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303						99.3813
Total	0.0526	0.4360	0.5009	2.5400e-003	0.1630	4.4700e-003	0.1675	0.0444	4.2400e-003	0.0486						275.1936

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.4476	0.0000	1.4476	0.1563	0.0000	0.1563						0.0000
Off-Road	0.2187	0.9478	13.4873	0.0180		4.3700e-003	4.3700e-003		4.3700e-003	4.3700e-003						1,753.3038
Total	0.2187	0.9478	13.4873	0.0180	1.4476	4.3700e-003	1.4520	0.1563	4.3700e-003	0.1607						1,753.3038

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Site Preparation - Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	0.0156	0.4080	0.1390	1.5700e-003	0.0512	3.7500e-003	0.0550	0.0148	3.5800e-003	0.0183						175.8122
Worker	0.0371	0.0279	0.3619	9.7000e-004	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303						99.3813
Total	0.0526	0.4360	0.5009	2.5400e-003	0.1630	4.4700e-003	0.1675	0.0444	4.2400e-003	0.0486						275.1936

3.6 Site Preparation - Excavation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718						0.0000
Off-Road	1.3177	13.4051	17.9036	0.0249		0.7210	0.7210		0.6633	0.6633						2,429.3969
Total	1.3177	13.4051	17.9036	0.0249	1.5908	0.7210	2.3117	0.1718	0.6633	0.8350						2,429.3969

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Site Preparation - Excavation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	0.0156	0.4080	0.1390	1.5700e-003	0.0512	3.7500e-003	0.0550	0.0148	3.5800e-003	0.0183						175.8122
Worker	0.0741	0.0558	0.7237	1.9400e-003	0.2236	1.4300e-003	0.2250	0.0593	1.3200e-003	0.0606						198.7627
Total	0.0897	0.4639	0.8627	3.5100e-003	0.2748	5.1800e-003	0.2800	0.0740	4.9000e-003	0.0790						374.5749

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6204	0.0000	0.6204	0.0670	0.0000	0.0670						0.0000
Off-Road	0.3038	1.3166	18.7365	0.0249		6.0800e-003	6.0800e-003		6.0800e-003	6.0800e-003						2,429.3969
Total	0.3038	1.3166	18.7365	0.0249	0.6204	6.0800e-003	0.6265	0.0670	6.0800e-003	0.0731						2,429.3969

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Site Preparation - Excavation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	0.0156	0.4080	0.1390	1.5700e-003	0.0512	3.7500e-003	0.0550	0.0148	3.5800e-003	0.0183						175.8122
Worker	0.0741	0.0558	0.7237	1.9400e-003	0.2236	1.4300e-003	0.2250	0.0593	1.3200e-003	0.0606						198.7627
Total	0.0897	0.4639	0.8627	3.5100e-003	0.2748	5.1800e-003	0.2800	0.0740	4.9000e-003	0.0790						374.5749

3.7 Park & Infrastructure - Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718						0.0000
Off-Road	1.6923	14.6821	15.4018	0.0376		0.6643	0.6643		0.6112	0.6112						3,665.0886
Total	1.6923	14.6821	15.4018	0.0376	1.5908	0.6643	2.2550	0.1718	0.6112	0.7829						3,665.0886

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Park & Infrastructure - Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	0.0156	0.4080	0.1390	1.5700e-003	0.0512	3.7500e-003	0.0550	0.0148	3.5800e-003	0.0183						175.8122
Worker	0.0556	0.0419	0.5428	1.4500e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455						149.0720
Total	0.0711	0.4499	0.6818	3.0200e-003	0.2189	4.8200e-003	0.2237	0.0592	4.5700e-003	0.0638						324.8843

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6204	0.0000	0.6204	0.0670	0.0000	0.0670						0.0000
Off-Road	0.4593	1.9902	20.7023	0.0376		9.1900e-003	9.1900e-003		9.1900e-003	9.1900e-003						3,665.0886
Total	0.4593	1.9902	20.7023	0.0376	0.6204	9.1900e-003	0.6296	0.0670	9.1900e-003	0.0762						3,665.0886

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Park & Infrastructure - Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	0.0156	0.4080	0.1390	1.5700e-003	0.0512	3.7500e-003	0.0550	0.0148	3.5800e-003	0.0183						175.8122
Worker	0.0556	0.0419	0.5428	1.4500e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455						149.0720
Total	0.0711	0.4499	0.6818	3.0200e-003	0.2189	4.8200e-003	0.2237	0.0592	4.5700e-003	0.0638						324.8843

3.7 Park & Infrastructure - Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718						0.0000
Off-Road	1.5905	13.2749	15.2400	0.0376		0.5754	0.5754		0.5293	0.5293						3,667.9126
Total	1.5905	13.2749	15.2400	0.0376	1.5908	0.5754	2.1661	0.1718	0.5293	0.7011						3,667.9126

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Park & Infrastructure - Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	8.8900e-003	0.3215	0.1227	1.4900e-003	0.0512	1.5500e-003	0.0528	0.0148	1.4900e-003	0.0162						167.5129
Worker	0.0516	0.0370	0.4996	1.4100e-003	0.1677	1.0100e-003	0.1687	0.0445	9.3000e-004	0.0454						145.0818
Total	0.0605	0.3585	0.6223	2.9000e-003	0.2189	2.5600e-003	0.2215	0.0592	2.4200e-003	0.0616						312.5947

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6204	0.0000	0.6204	0.0670	0.0000	0.0670						0.0000
Off-Road	0.4593	1.9902	20.7023	0.0376		9.1900e-003	9.1900e-003		9.1900e-003	9.1900e-003						3,667.9126
Total	0.4593	1.9902	20.7023	0.0376	0.6204	9.1900e-003	0.6296	0.0670	9.1900e-003	0.0762						3,667.9126

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.8 Park & Infrastructure - Concrete - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	8.8900e-003	0.3215	0.1227	1.4900e-003	0.0512	1.5500e-003	0.0528	0.0148	1.4900e-003	0.0162						167.5129
Worker	0.8223	0.5894	7.9606	0.0224	2.6715	0.0161	2.6876	0.7085	0.0148	0.7233						2,311.6370
Total	0.8312	0.9109	8.0833	0.0239	2.7227	0.0177	2.7404	0.7232	0.0163	0.7396						2,479.1499

3.9 Paving - Asphalt - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7275	6.1048	6.9409	0.0174		0.2680	0.2680		0.2466	0.2466						1,698.5924
Paving	0.0681					0.0000	0.0000		0.0000	0.0000						0.0000
Total	0.7956	6.1048	6.9409	0.0174		0.2680	0.2680		0.2466	0.2466						1,698.5924

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.9 Paving - Asphalt - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	8.8900e-003	0.3215	0.1227	1.4900e-003	0.0512	1.5500e-003	0.0528	0.0148	1.4900e-003	0.0162						167.5129
Worker	0.0275	0.0197	0.2665	7.5000e-004	0.0894	5.4000e-004	0.0900	0.0237	5.0000e-004	0.0242						77.3770
Total	0.0364	0.3412	0.3892	2.2400e-003	0.1407	2.0900e-003	0.1428	0.0385	1.9900e-003	0.0405						244.8899

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2131	0.9235	9.8093	0.0174		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003						1,698.5924
Paving	0.0681					0.0000	0.0000		0.0000	0.0000						0.0000
Total	0.2813	0.9235	9.8093	0.0174		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003						1,698.5924

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Paving - Concrete - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	8.8900e-003	0.3215	0.1227	1.4900e-003	0.0512	1.5500e-003	0.0528	0.0148	1.4900e-003	0.0162						167.5129
Worker	0.0103	7.4000e-003	0.0999	2.8000e-004	0.0335	2.0000e-004	0.0337	8.8900e-003	1.9000e-004	9.0800e-003						29.0164
Total	0.0192	0.3289	0.2226	1.7700e-003	0.0848	1.7500e-003	0.0865	0.0236	1.6800e-003	0.0253						196.5292

3.11 Paving - DG - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5711	4.5201	5.0041	0.0141		0.1843	0.1843		0.1695	0.1695						1,376.4490
Paving	0.0341					0.0000	0.0000		0.0000	0.0000						0.0000
Total	0.6051	4.5201	5.0041	0.0141		0.1843	0.1843		0.1695	0.1695						1,376.4490

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.11 Paving - DG - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	8.8900e-003	0.3215	0.1227	1.4900e-003	0.0512	1.5500e-003	0.0528	0.0148	1.4900e-003	0.0162						167.5129
Worker	0.0172	0.0123	0.1665	4.7000e-004	0.0559	3.4000e-004	0.0562	0.0148	3.1000e-004	0.0151						48.3606
Total	0.0261	0.3338	0.2892	1.9600e-003	0.1071	1.8900e-003	0.1090	0.0296	1.8000e-003	0.0314						215.8735

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1723	0.7468	7.2943	0.0141		3.4500e-003	3.4500e-003		3.4500e-003	3.4500e-003						1,376.4490
Paving	0.0341					0.0000	0.0000		0.0000	0.0000						0.0000
Total	0.2064	0.7468	7.2943	0.0141		3.4500e-003	3.4500e-003		3.4500e-003	3.4500e-003						1,376.4490

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.11 Paving - DG - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	8.8900e-003	0.3215	0.1227	1.4900e-003	0.0512	1.5500e-003	0.0528	0.0148	1.4900e-003	0.0162						167.5129
Worker	0.0172	0.0123	0.1665	4.7000e-004	0.0559	3.4000e-004	0.0562	0.0148	3.1000e-004	0.0151						48.3606
Total	0.0261	0.3338	0.2892	1.9600e-003	0.1071	1.8900e-003	0.1090	0.0296	1.8000e-003	0.0314						215.8735

3.11 Paving - DG - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5578	4.2323	4.9769	0.0141		0.1671	0.1671		0.1537	0.1537						1,377.0301
Paving	0.0341					0.0000	0.0000		0.0000	0.0000						0.0000
Total	0.5918	4.2323	4.9769	0.0141		0.1671	0.1671		0.1537	0.1537						1,377.0301

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.11 Paving - DG - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	8.6000e-003	0.3222	0.1201	1.4700e-003	0.0512	1.5600e-003	0.0528	0.0148	1.5000e-003	0.0163						165.0122
Worker	0.0161	0.0110	0.1552	4.6000e-004	0.0559	3.2000e-004	0.0562	0.0148	3.0000e-004	0.0151						47.3474
Total	0.0247	0.3332	0.2753	1.9300e-003	0.1071	1.8800e-003	0.1090	0.0296	1.8000e-003	0.0314						212.3596

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1723	0.7468	7.2943	0.0141		3.4500e-003	3.4500e-003		3.4500e-003	3.4500e-003						1,377.0301
Paving	0.0341					0.0000	0.0000		0.0000	0.0000						0.0000
Total	0.2064	0.7468	7.2943	0.0141		3.4500e-003	3.4500e-003		3.4500e-003	3.4500e-003						1,377.0301

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.12 Paving - Earthwork - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	8.6000e-003	0.3222	0.1201	1.4700e-003	0.0512	1.5600e-003	0.0528	0.0148	1.5000e-003	0.0163						165.0122
Worker	0.0161	0.0110	0.1552	4.6000e-004	0.0559	3.2000e-004	0.0562	0.0148	3.0000e-004	0.0151						47.3474
Total	0.0247	0.3332	0.2753	1.9300e-003	0.1071	1.8800e-003	0.1090	0.0296	1.8000e-003	0.0314						212.3596

3.13 Utilities - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2767	12.4259	13.4886	0.0184		0.7426	0.7426		0.6832	0.6832						1,797.3383
Total	1.2767	12.4259	13.4886	0.0184		0.7426	0.7426		0.6832	0.6832						1,797.3383

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.13 Utilities - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	8.6000e-003	0.3222	0.1201	1.4700e-003	0.0512	1.5600e-003	0.0528	0.0148	1.5000e-003	0.0163						165.0122
Worker	0.0483	0.0330	0.4655	1.3700e-003	0.1677	9.7000e-004	0.1686	0.0445	8.9000e-004	0.0454						142.0422
Total	0.0569	0.3552	0.5856	2.8400e-003	0.2189	2.5300e-003	0.2215	0.0592	2.3900e-003	0.0616						307.0544

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2250	0.9748	13.8723	0.0184		4.5000e-003	4.5000e-003		4.5000e-003	4.5000e-003						1,797.3383
Total	0.2250	0.9748	13.8723	0.0184		4.5000e-003	4.5000e-003		4.5000e-003	4.5000e-003						1,797.3383

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.13 Utilities - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	8.6000e-003	0.3222	0.1201	1.4700e-003	0.0512	1.5600e-003	0.0528	0.0148	1.5000e-003	0.0163						165.0122
Worker	0.0483	0.0330	0.4655	1.3700e-003	0.1677	9.7000e-004	0.1686	0.0445	8.9000e-004	0.0454						142.0422
Total	0.0569	0.3552	0.5856	2.8400e-003	0.2189	2.5300e-003	0.2215	0.0592	2.3900e-003	0.0616						307.0544

3.14 Structures - Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1988	10.4734	17.1339	0.0322		0.4866	0.4866		0.4476	0.4476						3,140.9714
Total	1.1988	10.4734	17.1339	0.0322		0.4866	0.4866		0.4476	0.4476						3,140.9714

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.14 Structures - Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	8.6000e-003	0.3222	0.1201	1.4700e-003	0.0512	1.5600e-003	0.0528	0.0148	1.5000e-003	0.0163						165.0122
Worker	0.7690	0.5262	7.4164	0.0218	2.6715	0.0155	2.6869	0.7085	0.0142	0.7227						2,263.2061
Total	0.7776	0.8483	7.5365	0.0232	2.7227	0.0170	2.7397	0.7232	0.0157	0.7390						2,428.2183

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6754	4.4166	20.0736	0.0322		0.1704	0.1704		0.1572	0.1572						3,140.9714
Total	0.6754	4.4166	20.0736	0.0322		0.1704	0.1704		0.1572	0.1572						3,140.9714

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.15 Structures - Concrete - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	8.6000e-003	0.3222	0.1201	1.4700e-003	0.0512	1.5600e-003	0.0528	0.0148	1.5000e-003	0.0163						165.0122
Worker	0.7690	0.5262	7.4164	0.0218	2.6715	0.0155	2.6869	0.7085	0.0142	0.7227						2,263.2061
Total	0.7776	0.8483	7.5365	0.0232	2.7227	0.0170	2.7397	0.7232	0.0157	0.7390						2,428.2183

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Fast Food Restaurant w/o Drive Thru	0.00	0.00	0.00		
Health Club	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
Fast Food Restaurant w/o Drive	16.60	8.40	6.90	1.50	79.50	19.00	51	37	12
Health Club	16.60	8.40	6.90	16.90	64.10	19.00	52	39	9
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Fast Food Restaurant w/o Drive Thru	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Health Club	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Parking Lot	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	5.8300e-003	0.0530	0.0445	3.2000e-004		4.0200e-003	4.0200e-003		4.0200e-003	4.0200e-003						63.9235
NaturalGas Unmitigated	5.8300e-003	0.0530	0.0445	3.2000e-004		4.0200e-003	4.0200e-003		4.0200e-003	4.0200e-003						63.9235

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Fast Food Restaurant w/o Drive Thru	0.441729	4.7600e-003	0.0433	0.0364	2.6000e-004		3.2900e-003	3.2900e-003		3.2900e-003	3.2900e-003						52.2769
Health Club	0.098411	1.0600e-003	9.6500e-003	8.1000e-003	6.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004						11.6466
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Total		5.8200e-003	0.0530	0.0445	3.2000e-004		4.0200e-003	4.0200e-003		4.0200e-003	4.0200e-003						63.9235

6.0 Area Detail

6.1 Mitigation Measures Area

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	9.5100e-003					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	0.0932					0.0000	0.0000		0.0000	0.0000						0.0000
Landscaping	9.6000e-004	9.0000e-005	0.0104	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005						0.0238
Total	0.1037	9.0000e-005	0.0104	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005						0.0238

7.0 Water Detail

7.1 Mitigation Measures Water

6th Street PARC - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6th Street PARC In-River Planted Terracing - Construction Emissions Only

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.50	Acre	0.50	21,780.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	12			Operational Year	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - In-River Terracing updated to 2020 utility intensity factor.

Land Use - Land use based on in-river planted terracing information provided.

Construction Phase - Construction phases based on information provided.

Off-road Equipment - Off-road equipment based on information provided.

Off-road Equipment - Off-road equipment based on information provided.

Off-road Equipment - Off-road equipment based on information provided.

Off-road Equipment - Off-road equipment based on information provided.

Off-road Equipment - Off-road equipment based on information provided.

Trips and VMT - Total # trips hauling based on information provided.

Grading - Material imported based on information provided.

Vehicle Trips - .

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Construction Off-road Equipment Mitigation - Mitigation assumes T4 offroad equipment with level 3 DPF, 55% CE for watering unpaved travel surfaces/roads, 61% CE for watering exposed surfaces, 15 mph speed limit for onsite unpaved travel surfaces/roads, clean track out CE 16%.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	16
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	100.00	40.00
tblConstructionPhase	NumDays	100.00	40.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	NumDays	1.00	40.00
tblGrading	AcresOfGrading	0.00	0.50
tblGrading	MaterialImported	0.00	2,000.00
tblOffRoadEquipment	HorsePower	221.00	81.00
tblOffRoadEquipment	HorsePower	9.00	300.00
tblOffRoadEquipment	HorsePower	231.00	226.00
tblOffRoadEquipment	HorsePower	231.00	226.00
tblOffRoadEquipment	HorsePower	16.00	400.00
tblOffRoadEquipment	HorsePower	172.00	171.00
tblOffRoadEquipment	HorsePower	172.00	167.00
tblOffRoadEquipment	LoadFactor	0.42	0.40
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	1.00
tblOffRoadEquipment	UsageHours	7.00	6.00
tblTripsAndVMT	HaulingTripNumber	0.00	160.00
tblVehicleTrips	ST_TR	1.96	22.75
tblVehicleTrips	SU_TR	2.19	16.74
tblVehicleTrips	WD_TR	0.78	1.89

2.0 Emissions Summary

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.1000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						1.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Mobile	1.7500e-003	1.9700e-003	0.0176	4.0000e-005	3.7800e-003	3.0000e-005	3.8100e-003	1.0100e-003	3.0000e-005	1.0300e-003						3.4892
Waste						0.0000	0.0000		0.0000	0.0000						0.0201
Water						0.0000	0.0000		0.0000	0.0000						1.9564
Total	1.9600e-003	1.9700e-003	0.0176	4.0000e-005	3.7800e-003	3.0000e-005	3.8100e-003	1.0100e-003	3.0000e-005	1.0300e-003						5.4658

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.27

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/3/2022	2/25/2022	5	40	
2	Building Construction 1	Building Construction	2/26/2022	4/22/2022	5	40	Terrace Box Construction
3	Grading	Grading	4/23/2022	5/20/2022	5	20	Soil Import and Planting

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Building Construction 2	Building Construction	5/21/2022	7/15/2022	5	40	Soil Import and Planting
---	-------------------------	-----------------------	-----------	-----------	---	----	--------------------------

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Bore/Drill Rigs	6	8.00	81	0.50
Site Preparation	Cranes	1	4.00	226	0.29
Site Preparation	Forklifts	2	8.00	89	0.20
Site Preparation	Graders	0	8.00	187	0.41
Site Preparation	Other Construction Equipment	2	8.00	171	0.42
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction 1	Cement and Mortar Mixers	2	6.00	300	0.56
Building Construction 1	Cranes	0	4.00	231	0.29
Building Construction 1	Cranes	0	4.00	231	0.29
Building Construction 1	Forklifts	0	6.00	89	0.20
Building Construction 1	Pumps	2	4.00	84	0.74
Building Construction 1	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Cranes	2	6.00	226	0.29
Grading	Dumpers/Tenders	4	2.00	400	0.38
Grading	Rubber Tired Dozers	0	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction 2	Cranes	0	4.00	231	0.29
Building Construction 2	Forklifts	0	6.00	89	0.20

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction 2	Other Construction Equipment	2	4.00	167	0.40
Building Construction 2	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	11	28.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction 1	4	9.00	4.00	160.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	198.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction 2	2	9.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Use Soil Stabilizer

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Mitigated	1.7500e-003	1.9700e-003	0.0176	4.0000e-005	3.7800e-003	3.0000e-005	3.8100e-003	1.0100e-003	3.0000e-005	1.0300e-003							3.4892
Unmitigated	1.7500e-003	1.9700e-003	0.0176	4.0000e-005	3.7800e-003	3.0000e-005	3.8100e-003	1.0100e-003	3.0000e-005	1.0300e-003							3.4892

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.95	11.38	8.37	10,059	10,059
Total	0.95	11.38	8.37	10,059	10,059

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000						0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000						0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0				0.0000
Total					0.0000

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0				0.0000
Total					0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.1000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						1.0000e-005
Unmitigated	2.1000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						1.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	2.0000e-004					0.0000	0.0000		0.0000	0.0000						0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						1.0000e-005
Total	2.0000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						1.0000e-005

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	2.0000e-004					0.0000	0.0000		0.0000	0.0000						0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						1.0000e-005
Total	2.0000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						1.0000e-005

7.0 Water Detail

7.1 Mitigation Measures Water

Use Water Efficient Irrigation System

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated				1.9564
Unmitigated				2.0835

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.595741				2.0835
Total					2.0835

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.5594				1.9564
Total					1.9564

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated				0.0201
Unmitigated				0.0201

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.04				0.0201
Total					0.0201

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.04				0.0201
Total					0.0201

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6th Street PARC In-River Planted Terracing - Construction Emissions Only

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.50	Acre	0.50	21,780.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	12			Operational Year	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	691.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - In-River Terracing updated to 2020 utility intensity factor.

Land Use - Land use based on in-river planted terracing information provided.

Construction Phase - Construction phases based on information provided.

Off-road Equipment - Off-road equipment based on information provided.

Off-road Equipment - Off-road equipment based on information provided.

Off-road Equipment - Off-road equipment based on information provided.

Off-road Equipment - Off-road equipment based on information provided.

Off-road Equipment - Off-road equipment based on information provided.

Trips and VMT - Total # trips hauling based on information provided.

Grading - Material imported based on information provided.

Vehicle Trips - .

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Construction Off-road Equipment Mitigation - Mitigation assumes T4 offroad equipment with level 3 DPF, 55% CE for watering unpaved travel surfaces/roads, 61% CE for watering exposed surfaces, 15 mph speed limit for onsite unpaved travel surfaces/roads, clean track out CE 16%.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	16
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	100.00	40.00
tblConstructionPhase	NumDays	100.00	40.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	NumDays	1.00	40.00
tblGrading	AcresOfGrading	0.00	0.50
tblGrading	MaterialImported	0.00	2,000.00
tblOffRoadEquipment	HorsePower	221.00	81.00
tblOffRoadEquipment	HorsePower	9.00	300.00
tblOffRoadEquipment	HorsePower	231.00	226.00
tblOffRoadEquipment	HorsePower	231.00	226.00
tblOffRoadEquipment	HorsePower	16.00	400.00
tblOffRoadEquipment	HorsePower	172.00	171.00
tblOffRoadEquipment	HorsePower	172.00	167.00
tblOffRoadEquipment	LoadFactor	0.42	0.40
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	1.00
tblOffRoadEquipment	UsageHours	7.00	6.00
tblTripsAndVMT	HaulingTripNumber	0.00	160.00
tblVehicleTrips	ST_TR	1.96	22.75
tblVehicleTrips	SU_TR	2.19	16.74
tblVehicleTrips	WD_TR	0.78	1.89

2.0 Emissions Summary

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/3/2022	2/25/2022	5	40	
2	Building Construction 1	Building Construction	2/26/2022	4/22/2022	5	40	Terrace Box Construction
3	Grading	Grading	4/23/2022	5/20/2022	5	20	Soil Import and Planting
4	Building Construction 2	Building Construction	5/21/2022	7/15/2022	5	40	Soil Import and Planting

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Bore/Drill Rigs	6	8.00	81	0.50
Site Preparation	Cranes	1	4.00	226	0.29
Site Preparation	Forklifts	2	8.00	89	0.20
Site Preparation	Graders	0	8.00	187	0.41
Site Preparation	Other Construction Equipment	2	8.00	171	0.42
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction 1	Cement and Mortar Mixers	2	6.00	300	0.56

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction 1	Cranes	0	4.00	231	0.29
Building Construction 1	Cranes	0	4.00	231	0.29
Building Construction 1	Forklifts	0	6.00	89	0.20
Building Construction 1	Pumps	2	4.00	84	0.74
Building Construction 1	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Cranes	2	6.00	226	0.29
Grading	Dumpers/Tenders	4	2.00	400	0.38
Grading	Rubber Tired Dozers	0	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction 2	Cranes	0	4.00	231	0.29
Building Construction 2	Forklifts	0	6.00	89	0.20
Building Construction 2	Other Construction Equipment	2	4.00	167	0.40
Building Construction 2	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	11	28.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	4	9.00	4.00	160.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	198.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	2	9.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Use Soil Stabilizer

Water Exposed Area

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Fugitive Dust					0.0133	0.0000	0.0133	1.4300e-003	0.0000	1.4300e-003							0.0000
Off-Road	1.9763	22.1338	25.1975	0.0386		1.0794	1.0794		0.9931	0.9931							3,770.5556
Total	1.9763	22.1338	25.1975	0.0386	0.0133	1.0794	1.0927	1.4300e-003	0.9931	0.9945							3,770.5556

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Worker	0.0969	0.0708	1.1036	2.8600e-003	0.3130	2.0100e-003	0.3150	0.0830	1.8500e-003	0.0849						293.5206
Total	0.0969	0.0708	1.1036	2.8600e-003	0.3130	2.0100e-003	0.3150	0.0830	1.8500e-003	0.0849						293.5206

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.1700e-003	0.0000	5.1700e-003	5.6000e-004	0.0000	5.6000e-004						0.0000
Off-Road	0.4815	2.0865	28.8256	0.0386		9.6300e-003	9.6300e-003		9.6300e-003	9.6300e-003						3,770.5556
Total	0.4815	2.0865	28.8256	0.0386	5.1700e-003	9.6300e-003	0.0148	5.6000e-004	9.6300e-003	0.0102						3,770.5556

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Building Construction 1 - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0186	0.6718	0.1566	2.4900e-003	0.0616	4.9900e-003	0.0665	0.0171	4.7800e-003	0.0219						285.5471
Vendor	7.8700e-003	0.1959	0.0672	7.8000e-004	0.0227	1.8700e-003	0.0246	6.6600e-003	1.7900e-003	8.4500e-003						87.8701
Worker	0.0312	0.0227	0.3547	9.2000e-004	0.0866	6.4000e-004	0.0873	0.0232	5.9000e-004	0.0238						94.3459
Total	0.0577	0.8905	0.5785	4.1900e-003	0.1709	7.5000e-003	0.1784	0.0470	7.1600e-003	0.0542						467.7630

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Off-Road	0.7944	8.6540	6.1340	0.0131		0.3901	0.3901		0.3589	0.3589						1,282.2446
Total	0.7944	8.6540	6.1340	0.0131	0.0000	0.3901	0.3901	0.0000	0.3589	0.3589						1,282.2446

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0461	1.6627	0.3877	6.1500e-003	0.1733	0.0124	0.1856	0.0475	0.0118	0.0593						706.7290
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Worker	0.0692	0.0505	0.7883	2.0400e-003	0.2236	1.4300e-003	0.2250	0.0593	1.3200e-003	0.0606						209.6576
Total	0.1153	1.7132	1.1759	8.1900e-003	0.3968	0.0138	0.4106	0.1068	0.0131	0.1199						916.3866

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Off-Road	0.1610	0.6977	7.3277	0.0131		3.2200e-003	3.2200e-003		3.2200e-003	3.2200e-003						1,282.2445
Total	0.1610	0.6977	7.3277	0.0131	0.0000	3.2200e-003	3.2200e-003	0.0000	3.2200e-003	3.2200e-003						1,282.2445

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0324	0.0321	0.3176	6.8000e-004	0.0689	4.9000e-004	0.0694	0.0184	4.6000e-004	0.0188						70.9798
Unmitigated	0.0324	0.0321	0.3176	6.8000e-004	0.0689	4.9000e-004	0.0694	0.0184	4.6000e-004	0.0188						70.9798

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.95	11.38	8.37	10,059	10,059
Total	0.95	11.38	8.37	10,059	10,059

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1300e-003	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						1.2000e-004
Unmitigated	1.1300e-003	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						1.2000e-004

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
SubCategory	lb/day										lb/day						
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000							0.0000
Consumer Products	1.1200e-003					0.0000	0.0000		0.0000	0.0000							0.0000
Landscaping	0.0000	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000							1.2000e-004
Total	1.1200e-003	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000							1.2000e-004

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	1.1200e-003					0.0000	0.0000		0.0000	0.0000						0.0000
Landscaping	0.0000	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						1.2000e-004
Total	1.1200e-003	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						1.2000e-004

7.0 Water Detail

7.1 Mitigation Measures Water

Use Water Efficient Irrigation System

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6th Street PARC In-River Planted Terracing - Construction Emissions Only

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.50	Acre	0.50	21,780.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	12			Operational Year	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - In-River Terracing updated to 2020 utility intensity factor.

Land Use - Land use based on in-river planted terracing information provided.

Construction Phase - Construction phases based on information provided.

Off-road Equipment - Off-road equipment based on information provided.

Off-road Equipment - Off-road equipment based on information provided.

Off-road Equipment - Off-road equipment based on information provided.

Off-road Equipment - Off-road equipment based on information provided.

Off-road Equipment - Off-road equipment based on information provided.

Trips and VMT - Total # trips hauling based on information provided.

Grading - Material imported based on information provided.

Vehicle Trips - .

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Construction Off-road Equipment Mitigation - Mitigation assumes T4 offroad equipment with level 3 DPF, 55% CE for watering unpaved travel surfaces/roads, 61% CE for watering exposed surfaces, 15 mph speed limit for onsite unpaved travel surfaces/roads, clean track out CE 16%.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	16
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	100.00	40.00
tblConstructionPhase	NumDays	100.00	40.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	NumDays	1.00	40.00
tblGrading	AcresOfGrading	0.00	0.50
tblGrading	MaterialImported	0.00	2,000.00
tblOffRoadEquipment	HorsePower	221.00	81.00
tblOffRoadEquipment	HorsePower	9.00	300.00
tblOffRoadEquipment	HorsePower	231.00	226.00
tblOffRoadEquipment	HorsePower	231.00	226.00
tblOffRoadEquipment	HorsePower	16.00	400.00
tblOffRoadEquipment	HorsePower	172.00	171.00
tblOffRoadEquipment	HorsePower	172.00	167.00
tblOffRoadEquipment	LoadFactor	0.42	0.40
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	1.00
tblOffRoadEquipment	UsageHours	7.00	6.00
tblTripsAndVMT	HaulingTripNumber	0.00	160.00
tblVehicleTrips	ST_TR	1.96	22.75
tblVehicleTrips	SU_TR	2.19	16.74
tblVehicleTrips	WD_TR	0.78	1.89

2.0 Emissions Summary

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/3/2022	2/25/2022	5	40	
2	Building Construction 1	Building Construction	2/26/2022	4/22/2022	5	40	Terrace Box Construction
3	Grading	Grading	4/23/2022	5/20/2022	5	20	Soil Import and Planting
4	Building Construction 2	Building Construction	5/21/2022	7/15/2022	5	40	Soil Import and Planting

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Bore/Drill Rigs	6	8.00	81	0.50
Site Preparation	Cranes	1	4.00	226	0.29
Site Preparation	Forklifts	2	8.00	89	0.20
Site Preparation	Graders	0	8.00	187	0.41
Site Preparation	Other Construction Equipment	2	8.00	171	0.42
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction 1	Cement and Mortar Mixers	2	6.00	300	0.56

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction 1	Cranes	0	4.00	231	0.29
Building Construction 1	Cranes	0	4.00	231	0.29
Building Construction 1	Forklifts	0	6.00	89	0.20
Building Construction 1	Pumps	2	4.00	84	0.74
Building Construction 1	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Cranes	2	6.00	226	0.29
Grading	Dumpers/Tenders	4	2.00	400	0.38
Grading	Rubber Tired Dozers	0	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction 2	Cranes	0	4.00	231	0.29
Building Construction 2	Forklifts	0	6.00	89	0.20
Building Construction 2	Other Construction Equipment	2	4.00	167	0.40
Building Construction 2	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	11	28.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	4	9.00	4.00	160.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	198.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	2	9.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Use Soil Stabilizer

Water Exposed Area

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Fugitive Dust					0.0133	0.0000	0.0133	1.4300e-003	0.0000	1.4300e-003							0.0000
Off-Road	1.9763	22.1338	25.1975	0.0386		1.0794	1.0794		0.9931	0.9931							3,770.5556
Total	1.9763	22.1338	25.1975	0.0386	0.0133	1.0794	1.0927	1.4300e-003	0.9931	0.9945							3,770.5556

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Worker	0.1037	0.0782	1.0132	2.7100e-003	0.3130	2.0100e-003	0.3150	0.0830	1.8500e-003	0.0849						278.2678
Total	0.1037	0.0782	1.0132	2.7100e-003	0.3130	2.0100e-003	0.3150	0.0830	1.8500e-003	0.0849						278.2678

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.1700e-003	0.0000	5.1700e-003	5.6000e-004	0.0000	5.6000e-004						0.0000
Off-Road	0.4815	2.0865	28.8256	0.0386		9.6300e-003	9.6300e-003		9.6300e-003	9.6300e-003						3,770.5556
Total	0.4815	2.0865	28.8256	0.0386	5.1700e-003	9.6300e-003	0.0148	5.6000e-004	9.6300e-003	0.0102						3,770.5556

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Building Construction 1 - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0182	0.6991	0.1594	2.4900e-003	0.0616	5.0000e-003	0.0666	0.0171	4.7900e-003	0.0219						285.6305
Vendor	7.7800e-003	0.2040	0.0695	7.8000e-004	0.0227	1.8700e-003	0.0246	6.6600e-003	1.7900e-003	8.4500e-003						87.9061
Worker	0.0334	0.0251	0.3257	8.7000e-004	0.0866	6.4000e-004	0.0873	0.0232	5.9000e-004	0.0238						89.4432
Total	0.0593	0.9282	0.5546	4.1400e-003	0.1709	7.5100e-003	0.1784	0.0470	7.1700e-003	0.0542						462.9798

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Off-Road	0.7944	8.6540	6.1340	0.0131		0.3901	0.3901		0.3589	0.3589						1,282.2446
Total	0.7944	8.6540	6.1340	0.0131	0.0000	0.3901	0.3901	0.0000	0.3589	0.3589						1,282.2446

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0450	1.7302	0.3945	6.1500e-003	0.1733	0.0124	0.1857	0.0475	0.0118	0.0594						706.9355
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Worker	0.0741	0.0558	0.7237	1.9400e-003	0.2236	1.4300e-003	0.2250	0.0593	1.3200e-003	0.0606						198.7627
Total	0.1191	1.7860	1.1182	8.0900e-003	0.3968	0.0138	0.4107	0.1068	0.0132	0.1200						905.6982

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Off-Road	0.1610	0.6977	7.3277	0.0131		3.2200e-003	3.2200e-003		3.2200e-003	3.2200e-003						1,282.2445
Total	0.1610	0.6977	7.3277	0.0131	0.0000	3.2200e-003	3.2200e-003	0.0000	3.2200e-003	3.2200e-003						1,282.2445

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0318	0.0347	0.3116	6.5000e-004	0.0689	4.9000e-004	0.0694	0.0184	4.6000e-004	0.0188						68.0452
Unmitigated	0.0318	0.0347	0.3116	6.5000e-004	0.0689	4.9000e-004	0.0694	0.0184	4.6000e-004	0.0188						68.0452

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.95	11.38	8.37	10,059	10,059
Total	0.95	11.38	8.37	10,059	10,059

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1300e-003	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						1.2000e-004
Unmitigated	1.1300e-003	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						1.2000e-004

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	1.1200e-003					0.0000	0.0000		0.0000	0.0000						0.0000
Landscaping	0.0000	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						1.2000e-004
Total	1.1200e-003	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						1.2000e-004

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	1.1200e-003					0.0000	0.0000		0.0000	0.0000						0.0000
Landscaping	0.0000	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						1.2000e-004
Total	1.1200e-003	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						1.2000e-004

7.0 Water Detail

7.1 Mitigation Measures Water

Use Water Efficient Irrigation System

6th Street PARC In-River Planted Terracing - Construction Emissions Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation



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

SCH #2017041045

CEQA FINDINGS



March 2022

PREPARED FOR:

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

WITH ASSISTANCE FROM:

GPA Consulting



TRANSMITTAL NO. 3

This page intentionally left blank.

CEQA FINDINGS

**City of Los Angeles, Department of Public Works
Bureau of Engineering, Environmental Management Group
Sixth Street Park, Arts, River & Connectivity (PARC) Project
Los Angeles County, California
SCH #2017041045**

The following Findings are presented to comply with the California Environmental Quality Act (CEQA) and the Guidelines for Implementation of the CEQA (Title 14 California Code of Regulations, Chapter 3, Section 150000 et seq.) or State “CEQA Guidelines.” The Environmental Impact Report (EIR) for the Sixth Street Park, Arts, River & Connectivity (PARC) Project (proposed Project) is the main source of the information herein. The proposed Project is 13 acres of public recreational space underneath and adjacent to the Sixth Street Viaduct. Features of the proposed Project include, but are not limited to, a café, concession area, public restrooms on each side of the LA River, performance and public gathering areas, flexible play areas and lawns, adult fitness equipment, a dog play area, landscaped areas, public art, sports fields and courts, children’s play areas and mister pad, picnic and grilling areas, parking spaces, skate park elements, bicycle and pedestrian paths, roadway connectivity improvements stormwater infrastructure improvements, and rain gardens. In addition, the proposed Project would include the installation of reinforced concrete planted terraces on the west and east banks of the LA River. The proposed Project generally includes components noted in the Los Angeles River Revitalization Master Plan.

Section 15091 of the State *CEQA Guidelines* states that “No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

- (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
- (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.”

(See also Pub. Resources Code, §§21081, 21081.5.)

Section I PROJECT DESCRIPTION describes the proposed Project location, the background of the proposed Project, a summary of the proposed Project components, and the proposed Project objectives.

Section II ENVIRONMENTAL REVIEW PROCESS describes the public participation process for the proposed Project.

Section III RECORD OF PROCEEDINGS describes the custodian and location of the documents upon which these Findings are based.

Section IV FINDINGS REQUIRED UNDER CEQA describes the findings required to be made by the decisionmaker in order to certify the EIR and approve the proposed Project.

Section V PROJECT IMPACTS describes the impacts associated with the proposed Project and the specific findings required for the impacts to certify the EIR and approve the proposed Project.

Section VI ALTERNATIVES describes alternatives developed and considered for the proposed Project and the specific findings required to certify the EIR and approve the proposed Project.

Section VII OTHER CEQA CONSIDERATIONS describes additional issues raised during the responses to comments and the preparation of the Final EIR (Final EIR).

Section VIII CONCLUSIONS summarizes the findings made in this document.

I. PROJECT DESCRIPTION

A. PROJECT LOCATION AND BACKGROUND

The proposed Project would be located under and adjacent to the Sixth Street Viaduct between Mateo Street to the west and the United States Highway 101 (U.S. 101) to the east, in the City of Los Angeles (Project Area). The Project Area, which includes the potential area of direct and indirect impacts resulting from the proposed Project, spans from the Downtown Los Angeles Arts District on the west side of the Los Angeles River (“River” or “LA River”) to the neighborhood of Boyle Heights on the east side of the LA River.

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

The Project Area is located in Council District 14 at the boundary of the City of Los Angeles’ Central City North and Boyle Heights Community Plan areas. Land uses along the north and south sides of the Viaduct are predominately industrial and commercial. The nearest residence borders the northeastern edge of the Project Area at the intersection of South Clarence Street and Inez Street, and the eastern edge of the Project Area at the intersection of Boyle Avenue and Whittier Boulevard.

Railroad corridors are adjacent to the east and west banks of the LA River within the Project Area. The Los Angeles County Metropolitan Transportation Authority (Metro), Southern California Regional Rail Authority (SCRRA), Burlington Northern Santa Fe (BNSF), Amtrak, and Union Pacific Railroad (UPRR) own and/or operate railroad corridors within the Project Area. The Los Angeles Department of Water and Power's (LADWP) Transmission Right of Way (TLRW) is also located along the east and west banks of the River.

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

B. PROPOSED PROJECT

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.

- A. 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.
- B. 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.
- C. 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.
- D. 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*.

C. PROJECT OBJECTIVES

CEQA requires that an EIR include a statement of objectives sought by the proposed Project, and that the Objectives include the underlying purpose of the proposed Project. These objectives help the lead agency determine the alternatives to evaluate in the EIR (see *CEQA Guidelines* Section 15124(a)). The following is a list of objectives for the proposed Project that support the underlying purpose:

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

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

- A. Active and passive recreation that serves the needs of the community, particularly Boyle Heights and the Arts District.
- B. Connections to improvements within the neighborhoods in proximity to the Sixth Street Viaduct open spaces.
- C. Advanced design in keeping with the City’s sustainability, low impact development (LID), green building, and Envision goals, which would include sensitivity to supporting all modes of traversing under the Viaduct.
- D. Promotion of multi-modal active transportation components, including linking to existing and future bicycle and pedestrian facilities.
- E. Environmentally friendly design that promotes beneficial stormwater treatment and/or capture throughout the site.

II. ENVIRONMENTAL REVIEW PROCESS

In accordance with CEQA, the environmental review process for the proposed Project commenced with solicitation of comments from identified responsible and trustee agencies. The notice was also circulated to members of the public, local and state agencies, organizations, and interested parties to solicit comments on the proposed Project. The City prepared an Initial Study (IS) and circulated an NOP to members of the public, local and state agencies, organizations, and interested parties to solicit comments on the proposed Project between April 13, 2017, and May 15, 2017.

Two public scoping meetings were held, one on May 3, 2017, at the Puente Learning Center and one on May 11, 2017, at the Aliso Pico Gymnasium. Informational materials were made available in Spanish and English.

The NOP/IS was available on the Los Angeles Bureau of Engineering (LABOE) website and at local public facilities. A notice, informing the public of the availability of the NOP/IS, was printed in English in *DTLA News* and in Spanish in *La Opinión*. The NOP/IS was also available at the following public facilities during the public review period:

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

Following the comment period for the NOP/IS, a Draft EIR was prepared for the proposed Project. The IS, NOP, and NOP comment letters were included in **Appendix A** of the Draft EIR.

Consistent with the requirements of Sections 15087 and 15105 of the *CEQA Guidelines*, the Draft EIR was submitted to the Los Angeles County Clerk and the State Clearinghouse, a division of the Governor's Office of Planning and Research and circulated for public review. The public comment period for the Draft EIR was from May 27, 2021, to July 26, 2021, exceeding CEQA's 45-day public comment period requirement.

During the comment period, the Draft EIR was made available for review on LABOE's Project website, <https://eng.lacity.org/about-us/divisions/environmental-management/projects/sixth-street-park-arts-river-connectivity-improvements-parc>. In addition, hard copies of the Draft EIR were made available at the following public facilities:

- Central Library, 630 West Fifth Street, Los Angeles, CA 90071
- Robert Louis Stevenson Library, 803 Spence Street, Los Angeles, CA 90023
- BH Technology Center, 1600 East Fourth Street, Los Angeles, CA 90033
- East Los Angeles County Library, 4837 East 3rd Street, Los Angeles, CA 90022

Due to the global pandemic, a virtual public meeting was held in English and Spanish on July 14, 2021, at 6:30 PM on Zoom during the 45-day public comment period for the Draft EIR. Accommodations were also made available at PUENTE Learning Center in the Boyle Heights Neighborhood for anyone requiring access to a screen or internet connection for the virtual public meeting. A notice regarding the public review period and how to access the public meeting was posted on the LABOE Project website: <https://eng.lacity.org/about-us/divisions/environmental->

[management/projects/sixth-street-park-arts-river-connectivity-improvements-parc](#), and published in the *DTLA News* in English and *La Opinion* in Spanish. Project stakeholders also received mail and email notifications regarding the virtual public meeting.

The Final EIR was prepared following the Draft EIR comment period. In accordance with CEQA Guideline Section 15088, the Final EIR includes responses to comments on environmental issues that were received during the comment period for the Draft EIR.

III. RECORD OF PROCEEDINGS

The documents and other materials that constitute the agency's record of proceedings or administrative record on which these CEQA Findings are based can be found at the Office of the City Clerk, 200 North Spring Street, 3rd Floor, Los Angeles, CA; the Board of Public Works Commission, 200 North Spring Street, 3rd Floor, Los Angeles, CA; the Bureau of Engineering, 1149 S. Broadway, Suite 600, Los Angeles CA; and any other relevant City department. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and *CEQA Guidelines* Section 15091.

The City has relied on all of the documents provided in the Record of Proceedings in reaching its decisions on the proposed Project, even if not every document was formally presented to the City as part of the files generated in connection with the Project. Without exception, any documents not found in the Project files fall into one of the two categories below. First, many of them reflect prior planning or legislative decisions with which City Council decisionmakers were aware in approving the Project. (See *City of Santa Cruz v. Local Agency Formation Commission* (1978) 76 Cal.App.3d 381, 391-392; *Dominey v. Department of Personnel Administration* (1988) 205 Cal.App.3d 729, 738, *fn.* 6.)

The second category are other documents that influenced the expert advice provided to the City's staff or the environmental consultants who prepared the EIR, who then provided advice to the final decisionmakers. For that reason, such documents form part of the underlying factual basis for the City's decisions relating to the approval of the Project. (See *Pub. Resources Code*, §21167.6, *subd.* (e)(10); *Browning-Ferris Industries v. City Council of City of San Jose* (1986) 181 Cal.App.3d 852, 866; *Stanislaus Audubon Society, Inc. v. County of Stanislaus* (1995) 33 Cal.App.4th 144, 153, 155.)

IV. FINDINGS REQUIRED UNDER CEQA

Public Resources Code Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects." The same statute provides that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." Section 21002 goes on to provide that "in the event [that] specific economic, social, or other

conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.”

The mandate and principles announced in Public Resources Code Section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. For each significant environmental effect identified in an EIR for a project, the approving agency must issue a written finding reaching one or more of three permissible conclusions.

The first such finding is that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The second permissible finding is that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

The third potential conclusion is that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. (See *CEQA Guidelines*, § 15091, subd (a); see also Pub. Resources Code, § 21081, subd. (a).)

“‘Feasible’ means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors.” (*CEQA Guidelines*, § 15364.) The concept of “feasibility” also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1506 – 1509 [upholding CEQA findings rejecting alternatives in reliance on applicant’s project objectives]; see also *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal. App. 4th 957, 1001 (*CNPS*) [“an alternative ‘may be found infeasible on the ground it is inconsistent with the project objectives as long as the finding is supported by substantial evidence in the record’”], quoting *Kostka & Zischke, Practice Under the Cal. Environmental Quality Act* [Cont.Ed.Bar 2d ed. 2009] (*Kostka & Zischke*), § 17.309, p. 825); *In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1165, 1166 (*Bay-Delta*) [“feasibility is strongly linked to achievement of each of the primary program objectives”; “a lead agency may structure its EIR alternative analysis around a reasonable definition of underlying purpose and need not study alternatives that cannot achieve that basic goal”].)

Moreover, “‘feasibility’ under CEQA encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors.” (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417 (*City of Del Mar*); see also *CNPS, supra*, 177 Cal. App. 4th at p. 1001 [after weighing “‘economic, environmental, social, and technological factors,’... ‘an agency may conclude that a mitigation

measure or alternative is impractical or undesirable from a policy standpoint and reject it as infeasible on that ground”] quoting *Kostka & Zischke, supra*, § 17.29, p. 824.)

For the purposes of these Findings, the term “avoid” refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less than significant level. In contrast, the term “substantially lessen” refers to the effectiveness of such measure or measures to substantially reduce the severity of a significant effect, but not to reduce that effect to a less than significant level.

CEQA requires that the lead agency adopt feasible mitigation measures or, in some instances, feasible alternatives, to substantially lessen or avoid significant environmental impacts that would otherwise occur. With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons that the agency found that the project’s benefits outweigh its unavoidable adverse environmental effects. As discussed above and supported by the Draft EIR and other documents available in the record of proceedings, the environmental impacts that would be anticipated to result from the proposed Project would be reduced to less than significant impacts with adherence to standard regulatory and permit requirements or implementation of identified project features described in the EIR, as well as BMPs described in Section V. Therefore, a statement of overriding consideration is not required for the proposed Project.

The findings provided in this document are based upon substantial evidence in the entire record before the City. The references set forth in these findings to certain pages or sections of the environmental documents for the proposed Project are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings. These findings do not attempt to describe the full analysis of each environmental impact contained in the Final EIR , its appendices, and additional documents in the case files for the Project. Instead, a full explanation of these environmental findings and conclusions can be found in the Final EIR and those documents, and these findings hereby incorporate by reference and adopt the discussion and analysis in the Final EIR , its appendices, and additional documents in the case files for the Project supporting the determination regarding the Project’s impacts. In making these findings, the determinations and conclusions of the Final EIR relating to environmental impacts are hereby ratified, adopted, and incorporated in these findings, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings. In the event these findings inadvertently omit or inaccurately reflect facts stated in the Final EIR due to a clerical error, such statements are nevertheless hereby adopted and incorporated in the findings below by reference, and the language set forth in the Final EIR shall control.

V. PROJECT IMPACTS

The City, having reviewed and considered the information contained in the Final EIR, and the record of proceedings, determined that the proposed Project would have no impact or less than

significant impacts on the following resources: mineral resources, agriculture and forestry resources, population and housing, and recreation.

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

- Aesthetics
- Biological Resources
- Cultural Resources and Tribal Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Land Use and Planning
- Public Services

The City determined that mitigation measures were required to have a less than significant impact on the following resources:

- Air Quality
- Energy
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise and Vibration
- Transportation and Traffic
- Utilities and Service Systems

The mitigation measures and BMPs considered to be feasible and that would avoid or substantially lessen significant impacts from construction and operational activities to less than significant are provided below:

1. Aesthetics

BMPs:

BMP-AES-1: Construction Lighting

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

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

Construction staging shall be coordinated with the construction and maintenance of the Viaduct Replacement Project as needed; therefore, additional use or acquisition of public space for equipment and vehicles will not be required. The construction area shall be fenced to obscure views of construction activities, materials, and staged equipment.

BMP-AES-3: Operational Lighting

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

BMP-AES-4: Regulatory Requirements for Lighting

- Proposed Project illumination shall comply with the provisions in the City’s Municipal Code, including LAMC Chapter 1, Article 2, Sec. 12.21A5(k); LAMC Chapter 1, Article 7, Sec. 17.08C; and LAMC Chapter 9, Article 3, Section 93.0117.
- The new walkway lighting shall be compliant with all regulations set forth by the City’s Bureau of Street Lighting Design Standards and Guidelines to ensure that the area receives lighting that meets national illumination standards for vehicular and pedestrian traffic, does not emit light pollution, and produces little glare.
- Lighting for sports fields and courts shall operate in compliance with Los Angeles City Recreation and Parks (RAP) illuminance level standards for outdoor sports and recreational facilities.
- Lighting for security shall be illuminated in accordance with the Illuminating Engineering Society (IES) standards, IES RP-33-14 *Lighting for Exterior Environments* and IES G-1-03 *Security Lighting for People, Property and Public Spaces*, as updated by IES G-1-16 *Guide for Security Lighting for People, Property and Critical Infrastructure*.

Mitigation Measures: Impacts on Aesthetic Resources would be less than significant; therefore, mitigation measures are not required.

2. Air Quality

BMPs:

BMP-AQ-1: SCAQMD Rules and Regulations

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

BMP-AQ-2: Construction Worker Incentives

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

BMP-AQ-3: Construction Equipment Maintenance

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

Mitigation Measures:

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

- Include in all construction contracts the requirement to use 2007 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export).
- Include in all construction contracts the requirement that all off-road diesel-fueled construction equipment greater than 50 horsepower shall meet Tier 4 off-road emission standards. In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. To the extent locally available, construction equipment shall incorporate emissions savings technology such as hybrid drives. In the event that any equipment required under this mitigation measure is not available, provide documentation as information becomes available. A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit at the time of mobilization of each applicable unit of equipment shall be provided.
- Maintain construction equipment by conducting regular tune-ups according to the manufacturers' recommendations.
- To the extent possible, the import and export of onsite materials shall be scheduled to minimize empty return trips.

MM-AQ-2: Construction Equipment Requirements

- All on- and off-road diesel-fueled equipment shall not idle for more than 5 minutes when not in use. The idling of diesel-fueled equipment and haul trucks within 1,000 feet of nearby residential land uses shall be prohibited. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5-minute-idling limit.
- Staging and queuing areas shall be located at the furthest distance possible from nearby residential land uses.
- Use alternatively fueled (e.g., compressed natural gas, liquefied natural gas, propane), gasoline-fueled, or electrified construction equipment in place of diesel-fueled equipment to the extent locally available.

MM-AQ-3: Fugitive Dust Controls

- All active portions of the construction site shall be watered twice daily to prevent excessive amounts of dust.

- Non-toxic soil stabilizers shall be applied to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain) according to manufacturers' specifications.
- All excavating and grading operations shall be suspended when wind gusts (as instantaneous gust) exceed 25 miles per hour.
- On-site off-road equipment and on-road vehicles used on-site shall be limited to 15 miles per hour.
- All on-site roads shall be paved as soon as feasible, watered twice daily, or chemically stabilized.
- Visible dust beyond the property line which emanates from the project shall be prevented to the maximum extent feasible.
- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site.
- Track-out devices shall be used at all construction site access points.
- All delivery truck tires shall be watered down and/or scraped down prior to departing the job site.
- Streets shall be swept at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway.
- Replace ground cover in disturbed areas as quickly as possible.
- All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114 (Spilling Loads on Highways), with special attention to Sections 23114(b)(F), (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
- Conduct continuous, direct-reading, near real-time ambient monitoring of 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.

3. Biological Resources

BMPs:

BMP-BIO-1: Pre-Construction Wildlife Surveys

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.

BMP-BIO-2: Trash and Construction Debris Removal

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.

BMP-BIO-3: Work Area Limitations

No work for the proposed Project shall be conducted on the Fourth Street Bridge or Seventh Street Bridge structures.

BMP-BIO-4: Nesting Bird Survey

If vegetation trimming or clearing is conducted during the nesting season (typically February 15 through September 15), nesting bird surveys shall be completed by a qualified biologist within 300 feet of potential bird-nesting areas and 500 feet of potential raptor-nesting areas no more than 48 hours prior to trimming/removal activities to determine if nesting birds are within the affected vegetation. Surveys shall be repeated if trimming or removal activities are suspended for five days or more.

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.

BMP-BIO-11: Bat Monitoring

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.

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.

Mitigation Measures: Impacts on Biological Resources would be less than significant; therefore, mitigation measures are not required.

4. Cultural Resources and Tribal Cultural Resources

BMPs:

BMP-CUL-1: Archaeological Monitoring During Excavation

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.

BMP-CUL-2: Tribal Cultural Resources Sensitivity Training

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.

BMP-CUL-3: Tribal Cultural Resources Monitoring During Excavation

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 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.

BMP-CUL-4: Unanticipated Discovery of Archaeological and Tribal Cultural Resources

In the event that potentially significant buried archaeological materials are encountered within the Project Area, all work in the vicinity must stop until the archaeological and Tribal monitor can visit the site and assess the significance of the resource. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the City regarding treatment and curation of these resources. Work may continue on other parts of the Project Area while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]).

BMP-CUL-5: Unanticipated Discovery of Human Remains

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.

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.

Mitigation Measures: Impacts on Cultural Resources would be less than significant; therefore, mitigation measures are not required.

5. Energy

BMPs: There are no proposed BMPs specifically for Energy. With implementation of the BMPs identified in Section 3.2.4 (Air Quality) and Section 3.7.4 (Greenhouse Gas Emissions), construction-related energy use would be minimized to the greatest extent feasible.

Mitigation Measures: There are no proposed mitigation measures specifically for Energy. Implementation of the mitigation measures identified in Section 3.2.4 (Air Quality), would reduce impacts related to construction-related energy use. Impacts related to Energy would be less than significant.

6. Geology and Soils

BMPs:

BMP-GEO-1: Erosion Control

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.

BMP-GEO-2: Geotechnical Site Investigation Recommendations

The Geotechnical Site Investigation report for the proposed Project includes recommendations to ensure that the Project Area is suitable for construction, and to ensure that appropriate measures are taken to reduce impacts during earthwork, excavation, utility trenching, backfilling, and other construction activities (Hushmand Associates, Inc., 2018). Backfill soils shall be moisture-conditioned and 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.

BMP-PAL-1: Paleontological Sensitivity Training

Prior to the start of construction, all field personnel shall be briefed regarding the types of fossils that could be found and the procedures to follow should paleontological resources be encountered. Specifically, the training shall provide a description of the fossil resources that may be encountered, outline steps to follow when a fossil discovery is made, and provide contact information for a qualified paleontologist. The training shall be developed by a qualified paleontologist and provided as hand-outs or a PowerPoint Presentation that may be presented concurrently with other pre-construction training.

BMP-PAL-2: Unanticipated Paleontological Resource Discoveries

In the event that an unanticipated fossil discovery is made during construction, a qualified professional paleontologist shall be retained to examine the find and to determine whether further paleontological resource mitigation is warranted in accordance with SVP (2010) guidelines.

Mitigation Measures: Impacts related to Geology and Soils would be less than significant; therefore, mitigation measures are not required.

7. Greenhouse Gas Emissions

BMPs:

BMP-GHG-1: Off-Road Equipment Construction Requirements

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.

Mitigation Measures: Impacts related to GHG emissions would be less than significant; therefore, mitigation measures are not required.

8. Hazards and Hazardous Materials

BMPs:

BMP-HAZ-1: Coordination with Regulatory Agencies

The City shall coordinate with Metro, U.S. EPA, and DTSC during construction activities to minimize health risks to the public or the environment associated with ongoing cleanup actions within the Project Area.

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

The contractor shall implement measures to ensure that all construction activities are consistent with SCAQMD rules and regulations, including Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil and Rule 1466 – Control of Particulate Emissions from Soils with Toxic Air Contaminants.

Mitigation Measures:

MM-HAZ-1: Remediation Category 1A

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

- Soils will be excavated as needed up to a maximum depth of 4.5 feet below ground surface (bgs), consistent with the limits designated on **Figure 3.8-3a** and **Figure 3.8-3b** of the Draft EIR, Areas of Concern with Contamination.
- The transport and disposal of RCRA hazardous waste will be accompanied with a Hazardous Waste Manifest (i.e., documentation accompanying the transport, treatment, storage and disposal of hazardous waste) completed by a licensed transporter. A site-specific CalEPA Hazardous Waste Generator Identification Number will be obtained for each RCRA hazardous waste. Additional sampling and testing will likely be required by the facility accepting the soil for disposal.
- For excavations deeper than 4 feet, shoring or other approved means will be required to maintain stability of the excavation walls.
- During excavation activities, dust and runoff controls will be implemented to prevent windborne or surface waterborne migration of the soil from the Project Site. The soils will be directly loaded into the transport trucks, which will require tarps to prevent spillage or windblown loss of soil during transport. These controls will be verified and monitored by an independent third party.
- A site-specific Health and Safety Plan (HASP) will be prepared and implemented during all proposed construction activities, including full time perimeter sampling and testing of particulates and dust from the Project Site.
- All onsite workers and supervisors will complete a 40-hour OSHA Hazardous Waste Operations and Emergency Response (HAZWOPER) training course and be equipped with the appropriate personal protective equipment.
- Excavated areas will be backfilled with certified clean soil.

MM-HAZ-2: Remediation Category 2A

The City shall be required to implement the following measures in areas where soils contaminated with Heavy Metals and/or TPH DRO that are classified as non-RCRA hazardous waste will be excavated. These contaminated soils shall be disposed at Class 2 Landfills:

- Soils will be excavated as needed up to a maximum depth of 6 feet bgs, consistent with the limits designated on **Figure 3.8-3a** and **Figure 3.8-3b** of the Draft EIR, Areas of Concern with Contamination.

- The transport and disposal of non-RCRA hazardous waste will be accompanied with a Hazardous Waste Manifest completed by a licensed transporter. A CalEPA Non-RCRA Hazardous Waste Generator Identification Number will be obtained. Additional sampling and testing will likely be required by the facility accepting the soil for disposal.
- For excavations deeper than four feet, shoring or other approved means shall be required to maintain stability of the excavation walls.
- During excavation activities, dust and runoff controls will be implemented to prevent windborne or surface waterborne migration of the soil from the Project Site. The soils will be directly loaded into the transport trucks, which will require tarps to prevent spillage or windblown loss of soil during transport. These controls will be verified and monitored by an independent third party.
- A site-specific HASP will be prepared and implemented during all proposed construction activities, including full time perimeter sampling and testing of particulates and dust from the Project Site.
- All onsite workers and supervisors will complete a 40-hour OSHA HAZWOPER training course and be equipped with the appropriate personal protective equipment.
- Excavated areas will be backfilled with certified clean soil.

Remediation Category 2B

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

- Emission controls will be used to clear the area of emitting VOCs (i.e., spraying water or applying foam agents to all exposed soil surfaces and/or using large, spark-free fans). Full-time monitoring will be required to verify that the emission controls are effective in preventing the VOCs from impacting workers or the public. Monitoring will comply with SCAQMD Rule 1166.
- A detailed HASP will be prepared and implemented during the excavation and transport of contaminated soils.
- The excavation, transport, and disposal of contaminated soils will require permitting and approval by the CUPA, CalEPA/DTSC, and SCAQMD. A detailed Work Plan/Remedial Action Plan will be prepared and submitted to these agencies for review and approval. Under Rule 1166, a Mitigation Management Plan for potential VOC emissions during excavation will be submitted to SCAQMD and subject to SCAQMD approval. A site-specific CalEPA Hazardous Waste Generator Identification Number will be obtained and manifests completed by the licensed transporter.
- A soil vapor extraction (SVE) system will be designed and installed to remove and treat VOCs in the soil gases. If Health Risk Assessments indicate the need, a vertical barrier/line will be

installed around the perimeter of the area to prevent soil gases with VOCs from migrating back into the area. Gases migrating from below the clean backfill or deeper depths will be extracted through the SVE slotted wells and treated by the SVE treatment system. Treatment for VOCs typically involves carbon filtration unless hydrogen sulfide is detected in the gas stream. Operating and maintenance procedures for the SVE system and permit applications will be prepared and approved by the oversight agency and SCAQMD.

- If the City determines it is necessary, a “Pilot Study” will be designed and implemented to evaluate the sustainable flow rate and concentration of VOCs in the soil gas stream and to determine the size of the final SVE system components.
- Design of the SVE system, preparation of a Design Report and Work Plan/Remedial Action Plan (including HASP) will be submitted to and subject to approval by the CUPA and LACoFD Site Mitigation Unit.
- The SVE will be implemented and monitored. This may require several months to over a year.
- The City shall provide documentation to the CUPA, LACoFD Site Mitigation Unit, and SCAQMD when the SVE has reached the specified cleanup goals.
- Excavated areas will be backfilled with certified clean soil.

MM-HAZ-3: Remediation Category 3: The City shall be required to implement one of the following three options in areas where no heavy metals were observed, but VOCs were observed in soil gas:

- Option 1: This alternative will involve the same measures as described under Category 2b above. Contaminated soils will be removed to a depth of up to 15 feet or more and shoring of the excavation walls will be necessary. A liner will be installed on the bottom of the excavation area to prevent contaminated soil gas from re-entering the backfill soils. Gas migration from the side walls will be mitigated by either installation of a vertical liner placed on the side walls of the excavation or SVE wells installed vertically outside the limits of the excavation after backfilling is done. The backfill soil will be certified clean fill and placement will need to meet the geotechnical specifications of the proposed Project design. During the process, the site will require strict emissions controls and monitoring.
- Option 2: This alternative, the SVE treatment method, utilizes extraction and monitoring wells (In Situ Method) or excavation and encapsulation of impacted soils in above ground piles with horizontal slotted piping (On Site Method), a vacuum pump or pumps, and carbon filtration units to extract and remove VOCs from the soil gas. The process will require several steps as follows:
 1. Design and implementation of a “Pilot Study” to evaluate the sustainable flow rate and concentration of VOCs in the soil gas stream and to size the final SVE system components.

2. Design of the SVE system, preparation of a Design Report and Work Plan/Remedial Action Plan (including HASP) for submittal to and approval by the CUPA and CalEPA/DTSC.
 3. Solicitation of bids for construction and implementation of the remediation.
 4. Implementation and monitoring of the SVE. This may require several months to over a year.
 5. Reporting to the agencies with documentation that the SVE has reached the specified clean up goals.
- Option 3: This alternative will mitigate the impact of the VOCs and/or methane and hydrogen sulfide by precluding soil gases migration from the subsurface soil and intrusion into structures or other facilities and surface emissions. Depending on the type of soil gases and pressure in the soil gas, the systems can include several of the following components:
 - Shallow excavation (three to four feet bgs) to allow installation of the mitigation components (some of the soil will be used to backfill trenches)
 - Gravel layers and slotted piping for gas collection
 - Liner installation above the slotted piping and extending side wide
 - Vacuum pumps for gas extraction or air injection blowers
 - Filtration systems to remove VOCs and/or hydrogen sulfide from the gas stream
 - Geomembrane barriers placed beneath concrete slabs and/or foundations or fill areas
 - Installation of automated and/or manual monitoring systems

MM-HAZ-4: Remediation Category 4

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

- In accordance with the Caltrans/DTSC ADL Agreement, soils above a depth of approximately 2.9 feet bgs will require one foot of clean soil cover to remain on site per the Caltrans/DTSC ADL Agreement.

MM-HAZ-5: Soil Gas Sampling

Additional soil gas sampling and testing is recommended for completion in PARC Areas 1A, 5, 6, 7, and 8. The additional sampling could potentially eliminate or reduce the need for soil gas remediation.

Ambient air and soil gas samples shall be tested for VOCs. If soil gas samples in PARC Area 6 yield ILCR values below the *de minimis* risk target or within the risk management range, no further mitigation and/or remedial actions will be required. If ILCR values are above the *de*

minimis risk target, additional remedial actions will be taken to lower values to within the risk management range, such as applying SVE to a maximum depth of 15 to 20 feet bgs.

MM-HAZ-6: Methane Mitigation and Testing

Methane mitigation applies to PARC Area 1A, which is located within the Methane Zone, and portions of PARC Area 7, where soil gases were detected and impervious surfaces are to be constructed adjacent to existing buildings. Any buildings (except naturally vented) to be constructed in Area 1A shall have methane mitigation systems meeting Level II requirements involving membrane and passive venter per Table 71, unless additional testing indicates no subsurface gas pressure and lower methane concentrations. In addition, paved areas that are over 5,000 square feet in area and within 15 feet of the exterior wall of a commercial, industrial, institutional building, shall be vented in accordance with the Methane Mitigation Standards, design Level II, unless additional testing indicates no subsurface gas pressure and lower methane concentrations.

Additional testing for methane concentrations and subsurface pressure shall be completed in accordance with the Division 71 Methane Seepage Regulations testing requirements should any buildings or paved areas over 5,000 square feet be proposed in PARC Area 1A and in PARC Area 7 where methane was detected.

9. Hydrology and Water Quality

BMPs:

BMP-HYDRO-1: Construction Drainage Design

The proposed Project shall incorporate drainage designs that direct stormwater runoff or irrigation runoff away from structures or the top of the slopes. No stormwater will be allowed to discharge over the top of a cut or fill slope.

BMP-HYDRO-2: Off-Site Sediment Transport

All entrances and exits to the construction site shall be stabilized to reduce transport of sediment off-site. Any sediment or other materials tracked off-site shall be removed within a reasonable time.

BMP-HYDRO-3: Storm Drain Message and Signage

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

BMP-HYDRO-4: Outdoor Material Storage Area Design

Proposed outdoor storage areas shall be organized and maintained to prevent stored materials from being permitted to runoff with stormwater. The outdoor storage of toxic and hazardous materials is not permitted.

BMP-HYDRO-5: Outdoor Trash Storage Area Design

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

BMP-HYDRO-6: Employee Training

Operations and maintenance employees shall be trained and made aware of the source controls, LID BMPs, educational materials, and maintenance requirements for the proposed Project at first hire and yearly thereafter.

BMP-HYDRO-7: Common Area Landscape Management

A landscape maintenance program shall be established in order to optimize water efficiency, limit pollutant introduction from fertilizers and pesticides, manage landscape waste, and prevent soil erosion.

BMP-HYDRO-8: Common Area Litter Control

A waste management program shall be implemented to inspect the Project Site for litter and pick up any litter as necessary on a regular basis.

BMP-HYDRO-9: Common Area Catch Basin Inspection

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

BMP-HYDRO-10: Street Sweeping Parking Lots

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

BMP-HYDRO-11: BMP Maintenance

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

BMP-HYDRO-12: Structural and LID BMPs

- Runoff from the Project Site and tributary Viaduct areas shall be captured by proposed stormwater drainage systems, routed to a variety of structural and LID BMPs and discharged to the existing stormwater drainage facilities adjacent to the site. In addition, the Project Site shall include a combination of paved surfaces and landscaped areas to provide soil stability and further minimize erosion.
- Structural BMPs (i.e., hydrodynamic separators) shall be installed to treat the runoff from the Viaduct to the maximum extent practicable.

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.
- Any non-stormwater discharge shall be controlled and properly disposed of through the sanitary sewer system or transported to an approved processing facility to prevent the contamination of site soils and groundwater.

- The handling, storage, and disposal of contaminants shall comply with all applicable federal, state, and local requirements. The Project Site shall be remediated to standards acceptable to LACoFD and other regulatory agencies as required, thereby reducing the area affected by contaminants.

Mitigation Measures:

MM-HYDRO-1: Public Safety Plan

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.

10. Land Use and Planning

BMPs:

BMP-LAND-1: Coordination with Los Angeles Department of City Planning

The City BOE shall continue to work with the Los Angeles Department of City Planning to ensure that the proposed Project is consistent with future zoning changes.

BMP-LAND-2: Coordination with Viaduct Replacement Project

Any necessary land use entitlements shall be secured prior to the start of construction activities and shall be coordinated with construction and maintenance of the Viaduct Replacement Project as needed.

BMP-LAND-3: Construction Area

Construction equipment, materials storage, and construction activities shall be contained within the limits of construction, and construction areas shall be fenced.

Mitigation Measures: There are no significant unavoidable adverse impacts on Land Use and Planning from construction and operation of the proposed Project.

11. Noise and Vibration

BMPs:

BMP-NOISE-1: Construction Equipment Requirements

Construction equipment shall be properly maintained and equipped with mufflers.

Mitigation Measures:

MM-NOISE-1: Construction-Noise Management Plan

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

- Construction activities shall be restricted outside the hours of 7:00 a.m. to 9:00 p.m. Monday through Friday, and between the hours of 8:00 a.m. to 6:00 p.m. on Saturdays. While the intention is not to conduct work on Sundays, occasional Sunday work may be required to ensure the proposed Project schedule is met. If it is determined that Sunday work is necessary, the proper permits will need to be obtained through the Police Commission. Construction activities shall be prohibited on federal holidays.
- Construction equipment shall be properly maintained and equipped with mufflers.
- Equipment shall be turned off when not in use for an excess of five minutes, except for equipment that requires idling to maintain performance.
- A public liaison shall be appointed for project construction and shall be responsible for addressing public concerns about construction activities, including excessive noise. As needed, the liaison shall determine the cause of the concern (e.g., starting too early, bad muffler) and implement measures to address the concern. The liaison will work directly with the construction contractor to ensure implementation of the noise control plan.
- The liaison will work directly with the construction contractor to ensure implementation of the noise control plan.
- The public shall be notified in advance of the location and dates of construction hours and activities.
- Where necessary, temporary sound barriers shall be installed.
- Signage and notification on where to report construction-generated noise shall be posted on-site and around the construction area, as well as on the Bureau of Engineering website.
- Staging and queuing areas shall be located at the furthest distance possible from nearby residential land uses, as well as any other noise-sensitive land uses identified in the Project Area at the time of construction (e.g., transient lodging, schools, libraries, churches, hospitals, and nursing homes).
- Limit noise/vibration intensive activities occurring within ten feet of existing structures and occupied land uses. Where possible and to the extent locally available, select low-noise/vibration generating equipment when activities occur within ten feet of adjacent existing structures.

12. Population and Housing

BMPs: There are no Best Management Practices related to Population and Housing.

Mitigation Measures: There are no significant unavoidable adverse impacts on Population and Housing from construction and operation of the proposed Project.

13. Public Services

BMPs: There are no best management practices for Public Services. With implementation of the best management practices identified in Section 3.15.4 (Transportation), impacts associated with delays to emergency vehicles would be avoided or minimized.

Mitigation Measures: There are no mitigation measures for Public Services. The mitigation measures identified in Section 3.15.5 (Transportation) address impacts associated with traffic concerns. As discussed in Section 3.15.5, traffic control plans for large events shall identify emergency services egress and access. Therefore, impacts on Public Services would be less than significant.

14. Recreation

BMPs: There are no Best Management Practices related to Recreation.

Mitigation Measures: Impacts related to Recreation would be less than significant; therefore, mitigation measures are not required.

15. Transportation and Traffic

BMPs:

BMP-TRANS-1: Temporary Detour Routes

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

BMP-TRANS-2: Construction Staging Plan

A construction staging plan shall be developed to reduce impacts related to noise, dust, traffic, and other health hazards. In addition, construction site BMPs (e.g., fencing, signs, and detours) shall be implemented to minimize hazards and prevent safety issues on the roadways and sidewalks surrounding the construction site.

BMP-TRANS-3: Construction Traffic

Construction-related trips shall be scheduled with increased frequency during off-peak hours to minimize impacts to commuters. Additionally, a Caltrans Transportation Permit would be required for the use of oversized vehicles on State highways.

BMP-TRANS-4: Access to Parcels

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.

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

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 Sixth Street Park, Arts, and River Connectivity

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.

Mitigation Measures:

MM-TRANS-1: Mobility Hub

The City shall reserve space for a mobility hub at the proposed Project Site, including additional amenities for bicyclists, drivers, and transit users, to encourage event attendees to use alternative modes of transportation.

MM-TRANS-2: Bicycle Facilities

The City shall reserve space for a Bike Share hub at the proposed Project Site to allow Bike Share participants to dock bicycles and scooters.

MM-TRANS-3: Rideshare Zones

The City shall create permanent rideshare pick-up and drop-off zones for the East Park and West Park. Rideshare pick-up/drop-off zones could be located on South Santa Fe Street adjacent to the proposed West Park and South Mission Road adjacent to the proposed East Park. The pick-up/drop-off zones shall be clearly marked, and wayfinding signage shall be installed throughout the proposed Project Site.

MM-TRANS-4: Public Transportation

The City shall reserve space at the proposed Project Site to accommodate access to a future Sixth Street Metro Station near the Arts Plaza.

16. Utilities and Service Systems

BMPs:

BMP-USS-1: Wastewater Treatment

Any wastewater produced as a result of proposed construction activities, such as water containing diesel and oil, paint, solvents, cleaners, and other chemicals, as well as construction debris and dirt, shall be collected in settlement tanks and screened. The clean water shall be discharged, and the remaining sludge shall be disposed of in accordance with water and solid waste disposal regulations, including the CWA, the Porter-Cologne Water Quality Control Act, and the RCRA.

BMP-USS-2: Temporary Stormwater Drainage Measures

Temporary stormwater drainage measures to prevent polluted runoff in the construction site shall include, but not be limited to, the installation of earth dikes, drainage swales, and ditches, silt fences, desilting basins, and stormwater drain inlet protection.

BMP-USS-3: Coordination with Service Providers

The location of underground utilities shall be confirmed prior to proposed construction activities by contacting the Underground Service Alert of Southern California (DigAlert). If necessary, the City shall work in close coordination with utility providers to develop a relocation plan to minimize possible impacts and disruption to service utilities. The City will also coordinate with Metro to ensure that any applicable utility connections, relocations and undergrounding of utilities, and other utility improvements adjacent to and within the LA River Path corridor do not lead to any potential conflicts and/or issues during future construction activities.

BPM-USS-4: Reduced Consumption of Water Resources

Design features to reduce the consumption of water resources shall be implemented, such as low-flow water fixtures and water efficient irrigation design and practices. In addition, drought-tolerant landscaping shall be planted to further reduce water consumption.

BMP-USS-5

The right-of-way contains high-voltage electrical conductors. Only such equipment, material, and construction techniques that are permitted under applicable safety ordinances and statutes, including the following, shall be used: State of California Code of Regulations, Title 8, Industrial Relations, Chapter 4, Division of Industrial Safety, Subchapter 5, Electrical Safety Orders, and California Public Utilities Commission, General Order No. 95, Rules for Overhead Electric Line Construction.

Mitigation Measures:

MM-HYDRO-1: Public Safety Plan

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.

B. Significant and Unavoidable Adverse Impacts Under CEQA

The City, having reviewed and considered the information contained in the Final EIR, and the proposed Project as designed and proposed for approval, did not find any significant and unavoidable adverse impacts (from construction or implementation of the Project). With implementation of BMPs and mitigation measures, all project impacts were found to be less than significant.

C. Cumulative Impacts Under CEQA

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

VI. ALTERNATIVES

Public Resources Code Section 21002 provides that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]” This statutory command is known as the “substantive mandate” of CEQA. (See *Mountain Lion Foundation v. Fish & Game Commission* (1997) 16 Cal.4th 105, 134.) Public Resources Code Section 21002 also states that the procedures required by CEQA “are intended to assist public agencies in systematically identifying both the significant effects of projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects.”

Under *CEQA Guidelines* Section 15126.6, the alternatives to be discussed in detail in an EIR should be able to “feasibly attain most of the basic objectives of the project.” For this reason, the objectives described in Section I.D, *supra*, provided the framework for defining possible alternatives. (See *In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1166.)

Based on the requirements of *CEQA Guidelines* Section 15126.6, the Project objectives, and community input, a total of four project alternatives for the Project were identified during the EIR process. Of these four alternatives, three alternatives to the proposed Project – the required No Project Alternative, Alternative 1, and Alternative 2 – were considered by the City. For information on the infeasibility of the one rejected alternative, see Section VI.C below. Consistent with Section IV above, the findings regarding the alternatives are based on the Final EIR and the entire record of proceedings.

A. Alternatives to the Proposed Project Considered and Analysis, and the Feasibility of the Alternative-Effectiveness in Meeting Project Objectives

The No Project Alternative and Alternatives 1 to 2 were evaluated in the EIR but ultimately determined to be infeasible for the following reasons. For more information about the Environmentally Superior Alternative, refer to Section 4.6 of the Draft EIR.

1. No Project Alternative

Under this alternative, the proposed 13-acre Project Site would remain as vacant land and an industrial and freight corridor.

Impacts as compared to the proposed Project:

The objectives of the proposed Project described in Section 4.2 of the Draft EIR would not be met. Although the No Project Alternative would not result in significant environmental impacts, it would also not include the following benefits that would occur with implementation of the proposed Project, Alternative 1, or Alternative 2:

Aesthetics

The No Project Alternative would not result in the visual character and quality improvements under the proposed Project, Alternative 1, and Alternative 2, which include landscaping, vegetation, recreational areas, and public art.

Air Quality

With the exception of emissions generated from vehicle traffic during large events, the existing industrial land use associated with the No Project Alternative would contribute greater operational emissions than the land uses associated with the proposed Project, Alternative 1, and Alternative 2 (i.e., smaller special events, soccer fields, park uses, and buildings).

Energy

The existing industrial land use associated with the No Project Alternative would require greater energy consumption than the land uses associated with the proposed Project, Alternative 1, and Alternative 2.

Greenhouse Gas Emissions

With the exception of greenhouse gas (GHG) emissions generated from vehicle traffic during infrequent large events (up to 5,000 people), the existing industrial land use associated with the No Project Alternative would contribute greater GHG emissions than the land uses associated with the proposed Project, Alternative 1, and Alternative 2 (i.e., smaller special events, soccer fields, park uses, and buildings).

Hazards and Hazardous Materials

Under the No Project Alternative, contaminated soils would be left in place and would not be remediated to standards acceptable by the Los Angeles County Fire Department (LACoFD) and other regulatory agencies as required.

Recreation

Under the No Project Alternative, there would continue to be a high need for parks in the communities of Boyle Heights and Central City North. The proposed Project, Alternative 1, and Alternative 2 would provide additional park and recreation services that may alleviate the demand for other existing parks and recreational facilities in the vicinity of the Project Area.

Noise and Vibration

Under the No Project Alternative, the existing industrial land use would continue to generate noise at levels greater than that projected for the proposed Project (i.e., special events, soccer fields, park uses, and buildings).

Traffic and Transportation

Under the No Project Alternative, improvements to pedestrian and bicycle access throughout the Project Area would not occur.

The Feasibility of the No Project Alternative and Effectiveness in Meeting Project Objectives:

Under the No Project Alternative, the Project Site would remain in its existing condition as vacant land and an industrial and freight corridor. The No Project Alternative would result in no impacts to the existing land use because it would not result in an action and would not require discretionary approvals that trigger CEQA compliance; however, it would not provide the benefits that would result from implementation of the proposed Project, Alternative 1, or Alternative 2, nor would it meet the proposed Project objectives. No public park amenities would be constructed and no landscaping, lighting, or pedestrian improvements would be made. No improvements to the LA River channel, including terracing and landscaping, would be made. Additionally, contaminated soils would be left in place and would not be remediated to standards acceptable by the LACoFD and other regulatory agencies. Therefore, the No Project Alternative is undesirable, infeasible, and should be rejected because it fails to meet the Project objectives.

2. Alternative 1 – Nature Focused Alternative

Impacts as compared to the Project:

Alternative 1 would meet the objectives of the proposed Project. However, Alternative 1 would provide reduced programming compared to the proposed Project. As such, the public indicated greater support for the proposed Project because it would provide a better balance of the open space and recreational needs for the surrounding communities than Alternative 1.

Impacts during construction would be similar to the proposed Project. During operation, Alternative 1 would feature smaller event capacity and reduced recreational programming, which would result in less project-generated vehicle traffic to the Project Site. The impacts for each environmental resource are discussed below.

Aesthetics:

Impacts would be similar to the proposed Project. Compared to the proposed Project, the East Park would feature more vegetation and landscaping under Alternative 1, which would marginally change the visual character and quality of the Project Site.

Air Quality:

Impacts would be similar to the proposed Project. Under Alternative 1, event capacity for large events in the proposed East Park would be reduced to 2,800 people, compared to 3,300 people under the proposed Project. In addition, the East Park would feature fewer sports fields under Alternative 1 than under the proposed Project. Because Alternative 1 features less recreational programming than the proposed Project, it is anticipated that Alternative 1 would result in less operational emissions of criteria air pollutants (i.e., reactive organic gas, nitrogen oxides, carbon monoxide, sulfur oxide, and particulate matter) than the proposed Project.

Biological Resources:

Impacts would be similar to the proposed Project. Like the proposed Project, best management practices (BMP) would be implemented to avoid and minimize construction impacts (i.e., habitat removal; increased noise, vibration, light, carbon dioxide, and human activity; and construction staging and activities in the LA River channel) on special-status species and aquatic resources. Compared to the proposed Project, the East Park would feature more vegetation and landscaping under Alternative 1, which could potentially create additional nesting habitat for special-status birds during operations.

Cultural Resources:

Impacts would be similar to the proposed Project. Like the proposed Project, standard measures would be implemented in the case of an unanticipated discovery of cultural resources during construction of Alternative 1. As with the proposed Project, operation of Alternative 1 would not involve any ground-disturbing activities; therefore, there would be no potential to disturb, damage, or degrade cultural resources.

Energy:

Impacts would be similar to the proposed Project. Under the proposed Project and Alternative 1, energy consumption would be required for park lighting, WiFi, security cameras, on-site buildings, electric vehicle charging station, and sound and lighting equipment for special events. In addition, diesel and gasoline fuel would be consumed from on-road vehicles. Under Alternative 1, smaller event capacity and reduced recreational programming would reduce energy consumption, when compared to the proposed Project. Therefore, energy consumption would be marginally less under Alternative 1.

Geology and Soils:

Impacts would be similar to the proposed Project. Like the proposed Project, BMPs would be implemented to reduce the potential for erosion during soil excavation and other construction activities. In addition, Alternative 1 would follow standard engineering practices and recommendations identified in the Geotechnical Site Investigation (Hushmand Associates, Inc., 2018) to reduce the potential for geologic hazards. Similar to the proposed Project, open spaces would be landscaped or hardscaped such that soil erosion and the loss of topsoil are not anticipated during operation of Alternative 1.

Greenhouse Gas Emissions:

Impacts would be similar to the proposed Project. Under the proposed Project and Alternative 1, the majority of GHG emissions would be associated with motor vehicle use. Under Alternative 1, smaller event capacity and reduced recreational programming would reduce motor vehicle use to the Project Site, when compared to the proposed Project. Therefore, GHG emissions would be marginally less under Alternative 1.

Hazards and Hazardous Materials:

Impacts would be similar to the proposed Project. Like the proposed Project, Alternative 1 would result in remediation of the Project Site 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. The use of hazardous materials during construction or during routine maintenance and landscaping would be subject to proper handling and disposal in compliance with applicable laws and regulations.

Hydrology and Water Quality:

Impacts would be similar to the proposed Project. Like the proposed Project, Alternative 1 would result in the net addition of impervious surfaces. However, this minor increase would not substantially deplete groundwater supplies, interfere with groundwater recharge, or increase the potential for flooding. Alternative 1 would include construction and low impact development (LID) BMPs to prevent, control, and reduce the potential for stormwater pollutants to degrade ground or surface water quality.

Land Use and Planning:

Impacts would be similar to the proposed Project. Like the proposed Project, Alternative 1 is consistent with the City's General Plan land use and zoning designations. The City Bureau of Engineering would continue to work with the Los Angeles Department of City Planning to ensure that Alternative 1 is consistent with future zoning changes.

Noise and Vibration:

Impacts would be similar to the proposed Project. Under the proposed Project and Alternative 1, operational noise levels would be associated with project-generated vehicle traffic and onsite recreational uses and events. Alternative 1 features smaller event capacity and reduced recreational programming than the proposed Project. Therefore, operational noise levels would be marginally less under Alternative 1 compared to the proposed Project.

Population and Housing:

Impacts would be similar to the proposed Project. Like the proposed Project, Alternative 1 would not have the potential to result in growth that would otherwise not occur.

Public Services:

Impacts would be similar to the proposed Project. Like the proposed Project, Alternative 1 could increase the demand for fire and police protection services; however, the expansion or construction of new fire or police protection facilities would not be required. Alternative 1 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.

Recreation:

Impacts would be similar to the proposed Project. Like the proposed Project, Alternative 1 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.

Transportation and Traffic:

Impacts from proposed construction activities would be similar to the proposed Project. Under Alternative 1, event capacity for large events in the proposed East Park would be reduced to 2,800 people, compared to 3,300 people under the proposed Project. In addition, the East Park would feature fewer sports fields under Alternative 1 than under the proposed Project. Because Alternative 1 features smaller event capacity and reduced recreational programming than the proposed Project, project-generated vehicle traffic would be marginally less under Alternative 1. In addition, the demand for parking under Alternative 1 during large events would be marginally reduced compared to the proposed Project.

Utilities and Service Systems:

Impacts would be similar to the proposed Project. Like the proposed Project, construction activities for Alternative 1 would be conducted in accordance with the Stormwater Pollution Prevention Plan (SWPPP) and all other applicable laws, policies, and regulations to avoid and minimize potential impacts. The water consumption and wastewater generation demands for operation of Alternative 1, like the proposed Project, would not require the construction of new water or wastewater treatment facilities or the expansion of existing facilities.

The Feasibility of Alternative 1 and Effectiveness in Meeting Project Objectives:

Impacts under Alternative 1 would be marginally less than the proposed Project because of the reduced programming, smaller event sizes, and reduced project-generated vehicle traffic. Under Alternative 1, smaller event capacity and reduced recreational programming would result in less project-generated vehicle traffic to the Project Site than the proposed Project. As such, implementation of Alternative 1 would result in marginally less impacts to Air Quality, Energy, Greenhouse Gas Emissions, Noise and Vibration, and Transportation and Traffic than the proposed Project. Therefore, Alternative 1 is considered the Environmentally Superior Alternative.

CEQA Guidelines do not require an agency to select the environmentally superior alternative (*CEQA Guidelines* 15042-15043). Because Alternative 1 would provide reduced programming compared to the proposed Project, it would not meet the recreational needs of the surrounding communities.

3. Alternative 2 – Sports Focused Alternative

Impacts as compared to the Project:

Alternative 2 would meet the objectives of the proposed Project described in Section 4.2 of the Draft EIR. However, Alternative 2 would provide increased programming compared to the

proposed Project. As such, the public indicated greater support for the proposed Project because it would provide a better balance of the open space and recreational needs for the surrounding communities than Alternative 2.

Impacts during construction would be similar to the proposed Project. During operation, Alternative 2 would feature larger event capacity and increased recreational programming, which would result in more project-generated vehicle traffic to the Project Site. The impacts for each environmental resource are discussed below.

Aesthetics:

Impacts would be similar to the proposed Project. Compared to the proposed Project, the East Park would feature less vegetation and landscaping under Alternative 2, which would marginally change the visual character and quality of the Project Site.

Air Quality:

Impacts would be similar to the proposed Project. Under Alternative 2, event capacity for large events in the proposed East Park would be increased to 3,500 people, compared to 3,300 people under the proposed Project. In addition, the East Park would feature more sports fields under Alternative 2 than under the proposed Project. Because Alternative 2 features more recreational programming than the proposed Project, it is anticipated that Alternative 2 would result in greater operational emissions of criteria air pollutants (i.e., reactive organic gas, nitrogen oxides, carbon monoxide, sulfur oxide, and particulate matter) than the proposed Project.

Biological Resources:

Impacts would be similar to the proposed Project. Like the proposed Project, BMPs would be implemented to avoid and minimize construction impacts (i.e., habitat removal; increased noise, vibration, light, carbon dioxide, and human activity; and construction staging and activities in the LA River channel) on special-status species and aquatic resources. Compared to the proposed Project, the East Park would feature less vegetation and landscaping under Alternative 2, which would create less nesting habitat for special-status birds during operations.

Cultural Resources:

Impacts would be similar to the proposed Project. Like the proposed Project, standard measures would be implemented in the case of an unanticipated discovery of cultural resources during construction of Alternative 2. As with the proposed Project, operation of Alternative 2 would not involve any ground-disturbing activities; therefore, there would be no potential to disturb, damage, or degrade cultural resources.

Energy:

Impacts would be similar to the proposed Project. Like the proposed Project, energy consumption would be required for park lighting, WiFi, security cameras, on-site buildings, electric vehicle charging station, and sound and lighting equipment for special events. In addition, diesel and

gasoline fuel would be consumed from on-road vehicles. Under Alternative 2, larger event capacity and increased recreational programming would increase energy consumption, when compared to the proposed Project. Therefore, energy consumption would be marginally greater under Alternative 2.

Geology and Soils:

Impacts would be similar to the proposed Project. Like the proposed Project, BMPs would be implemented to reduce the potential for erosion during soil excavation and other construction activities. In addition, Alternative 2 would follow standard engineering practices and recommendations identified in the Geotechnical Site Investigation to reduce the potential for geologic hazards. Similar to the proposed Project, open spaces would be landscaped or hardscaped such that soil erosion and the loss of topsoil are not anticipated during operation of Alternative 2.

Greenhouse Gas Emissions:

Impacts would be similar to the proposed Project. Under the proposed Project, Alternative 1, and Alternative 2, the majority of GHG emissions would be associated with motor vehicle use. Under Alternative 2, larger event capacity and increased recreational programming would increase motor vehicle use to the Project Site, when compared to the proposed Project. Therefore, GHG emissions would be marginally greater under Alternative 2.

Hazards and Hazardous Materials:

Impacts would be similar to the proposed Project. Like the proposed Project, Alternative 2 would result in remediation of the Project Site 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. The use of hazardous materials during construction or during routine maintenance and landscaping would be subject to proper handling and disposal in compliance with applicable laws and regulations.

Hydrology and Water Quality:

Impacts would be similar to the proposed Project. Like the proposed Project, Alternative 2 would result in the net addition of impervious surfaces. However, this minor increase would not substantially deplete groundwater supplies, interfere with groundwater recharge, or increase the potential for flooding. Alternative 1 would include construction and low impact development (LID) BMPs to prevent, control, and reduce the potential for stormwater pollutants to degrade ground or surface water quality.

Land Use and Planning:

Impacts would be similar to the proposed Project. Like the proposed Project, Alternative 2 is consistent with the City's General Plan land use and zoning designations. The City Bureau of Engineering would continue to work with the Los Angeles Department of City Planning to ensure that Alternative 2 is consistent with future zoning changes.

Noise and Vibration:

Impacts would be similar to the proposed Project. Under the proposed Project, Alternative 1, and Alternative 2, operational noise levels would be associated with project-generated vehicle traffic and onsite recreational uses and events. Alternative 2 features larger event capacity and increased recreational programming than the proposed Project. Therefore, operational noise levels would be marginally greater under Alternative 2 compared to the proposed Project.

Population and Housing:

Impacts would be similar to the proposed Project. Like the proposed Project, Alternative 2 would not have the potential to result in growth that would otherwise not occur.

Public Services:

Impacts would be similar to the proposed Project. Like the proposed Project, Alternative 2 could increase the demand for fire and police protection services; however, the expansion or construction of new fire or police protection facilities would not be required. Alternative 2 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.

Recreation:

Impacts would be similar to the proposed Project. Like the proposed Project, Alternative 2 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.

Transportation and Traffic:

Impacts from proposed construction activities would be similar to the proposed Project. Under Alternative 2, event capacity for large events in the proposed East Park would be increased to 3,500 people, compared to 3,300 people under the proposed Project. In addition, the East Park would feature more sports fields under Alternative 2 than under the proposed Project. Because Alternative 2 features larger event capacity and increased recreational programming than the proposed Project, project-generated vehicle traffic would be marginally greater under Alternative 2. In addition, the demand for parking under Alternative 2 during large events would be marginally greater compared to the proposed Project.

Utilities and Service Systems:

Impacts would be similar to the proposed Project. Like the proposed Project, construction activities for Alternative 2 would be conducted in accordance with the SWPPP and all other applicable laws, policies, and regulations to avoid and minimize potential impacts. The water consumption and wastewater generation demands for operation of Alternative 2, like the proposed Project, would not require the construction of new water or wastewater treatment facilities or the expansion of existing facilities.

The Feasibility of Alternative 2 and Effectiveness in Meeting Project Objectives:

Alternative 2 would result in the greatest impacts when compared to the proposed Project because of the increased programming, larger event sizes, and increased project-generated vehicle traffic. Alternative 2 would result in the greatest increase in impacts when compared to the existing condition. Therefore, Alternative 2 is undesirable, infeasible, and should be rejected because the environmental impacts that would occur in pursuit of meeting the project objectives would be greater in comparison to the proposed Project and Alternative 1.

B. Environmentally Superior Alternative and Reasons for Rejecting

Section 15126.6 of the *CEQA Guidelines* requires that an “environmentally superior” alternative be identified. The environmentally superior alternative is the alternative that would be expected to generate the least amount of significant impacts. As described in the EIR, none of the alternatives would result in significant impacts. Although the No Project Alternative would result in the fewest impacts on the existing environment, this alternative would not result in the improvements anticipated under the proposed Project, Alternative 1, or Alternative 2. The No Project Alternative would not result in the following improvements, as described in Section 4.4.1 of the Draft EIR: enhanced visual character and quality of the Project Site, remediated soils, increased park and recreational facilities, and improved bicycle and pedestrian access. In addition, the existing industrial land use under the No Project Alternative would contribute greater air quality and greenhouse gas emissions and noise and vibration levels than the land uses associated with the proposed Project (except during large events).

Pursuant to Section 15126.6(e)(2) of the *CEQA Guidelines*, when the No Project Alternative is identified as the environmentally superior alternative, the EIR must also identify an environmentally superior alternative from the remaining alternatives. As noted in Section 4.5 of the Draft EIR, impacts associated with the proposed Project, Alternative 1, and Alternative 2 would be similar. Under Alternative 1, smaller event capacity and reduced recreational programming would result in less project-generated vehicle traffic to the Project Site than the proposed Project. As such, implementation of Alternative 1 would result in marginally less impacts to Air Quality, Energy, Greenhouse Gas Emissions, Noise and Vibration, and Transportation and Traffic than the proposed Project. Therefore, Alternative 1 is considered the Environmentally Superior Alternative.

CEQA Guidelines do not require an agency to select the environmentally superior alternative (*CEQA Guidelines* 15042-15043). Because Alternative 1 would provide reduced programming compared to the proposed Project, it would not meet the recreational needs of the surrounding communities. At the community meetings, the public overwhelmingly supported the proposed Project as the preferred alternative because it meets all of the objectives described in Section 4.2 of the Draft EIR.

C. Alternatives to the Project That Were Considered But Rejected for Further Analysis

As set forth in the Draft EIR, Section 4.3, and other evidence in the record, one other alternative was eliminated from consideration and was not subject to detailed analysis in the EIR because it

failed to meet most of the project objectives, is infeasible, and/or did not avoid any significant environmental impacts of the Project. This included the use of an Alternative Project Site.

The Alternative Project Site alternative is not feasible because the City already owns the Project Site and cannot reasonably be expected to acquire, control, or access an alternative site that would meet the project's basic objectives in a timely fashion. It is anticipated that significant and unavoidable impacts associated with noise, traffic, water quality, and land use could occur if an Alternative Project Site could be found in Downtown LA, along the LA River. As such, development of the proposed Project at an alternative site could potentially produce other environmental impacts that would otherwise not occur at the current Project Site and result in greater environmental impacts than the proposed Project. Therefore, an alternative site is not considered feasible since the City does not own another suitable site that would achieve the underlying purpose and objectives of the proposed Project.

VII. OTHER CEQA CONSIDERATIONS

- A. The City is the Lead Agency under CEQA for the project evaluated in the EIR. The City finds that the EIR was prepared in compliance with CEQA and the *CEQA Guidelines*. The City finds that it has independently reviewed and analyzed the information in the EIR for the Project prior to approving the Project, that the Draft EIR which was circulated for public review, reflected its independent judgment, and that the Final EIR reflects the independent judgment and analysis of the City.
- B. The City finds that the EIR provides the objective information to assist the decisionmakers and the public at large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period.
- C. Textual refinements were compiled and presented to the decisionmakers. The City is the Lead Agency under CEQA for the project evaluated in the EIR. The City finds that the EIR was prepared in compliance with CEQA and the *CEQA Guidelines*. The City finds that it has independently reviewed and analyzed the information in the EIR for the Project prior to approving the Project, that the Draft EIR which was circulated for public review, reflected its independent judgment, and that the Final EIR reflects the independent judgment and analysis of the City.
- D. The City has determined that it has evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the City prepared written responses describing the disposition of key environmental issues raised. The Final EIR provides adequate, good-faith and reasoned response to the comments. The City reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The City has based its actions on full appraisal of all

viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the EIR.

- E. The City determines that these findings recognize that the determination of significance thresholds and conclusions of significance and non-significance are judgments within the discretion of the City; the significance thresholds and determinations of significance and non-significance used in the Final EIR are supported by substantial evidence in the record, including the expert opinion of the Final EIR preparers and City staff; and the significance thresholds used in the Final EIR provide reasonable and appropriate means of assessing the significance of the adverse environmental effects of the Project.
- F. The City finds that, in weighing the evidence on the whole record, the conclusions of the Final EIR are supported by substantial evidence, including evidence from the expert opinion of the Final EIR preparers and City staff, and the level of detail is sufficient to provide an informed understanding of the issues presented, and that comment letters disputing the expert opinion, data, analysis, and conclusions of the Final EIR preparers and City staff are not credible based on evidence presented in the Final EIR and the whole record, including but not limited to the fact that any contrary opinions presented were not supported based on expert analysis and modeling conducted in the Final EIR on the specific facts and circumstances of the Project. Notwithstanding the lack of credibility of the comments, the City finds that disagreements on issues in question have been adequately and in good faith discussed, and substantial evidence in the whole record supports the Final EIR 's reasonably explained approach regarding the scope of analysis, methodology, and the accuracy of data relied upon.
- G. The Final EIR documents changes to the Draft EIR: The Final EIR provides additional information that was not included in the Draft EIR. Having reviewed the information contained in the Draft EIR and the Final EIR and in the administrative record, as well as the requirements of CEQA and the *CEQA Guidelines* regarding recirculation of Draft EIRs, the City finds that there are no new significant impacts, substantial increase in the severity of a previously disclosed impact, significant information in the record of proceedings or other criteria under CEQA that would require recirculation of the Draft EIR, or preparation of a supplemental or subsequent EIR. Recirculation is not required where new information added makes insignificant modifications in an adequate EIR. (*CEQA Guidelines* Section 15088.5 (b).) The City finds that substantial evidence supports the decision not to recirculate the EIR. (*CEQA Guidelines* Section 15088.5(e).)
 - 1. The changes to the project description do not deprive the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the Project or a feasible way of mitigating or avoiding such effects, because no such significant impacts have been identified from either the circulated Draft project description or the Final modification in the project description.
 - 2. The Responses To Comments contained in the Final EIR fully considered and responded to comments claiming that the Project would have significant impacts or more severe impacts not disclosed in the Draft EIR and include substantial evidence

that none of these comments provided substantial evidence that the Project would result in changed circumstances, significant new information, considerably different mitigation measures, or new or more severe significant impacts than were discussed in the Draft EIR.

3. The City has thoroughly reviewed the public comments received regarding the Project and the Final EIR as it relates to the Project to determine whether under the requirements of CEQA any of the public comments provide substantial evidence that would require recirculation of the EIR prior to its adoption and has determined that recirculation of the EIR is not required.
 4. None of the information submitted after publication of the Final EIR constitutes significant new information or otherwise requires preparation of a supplemental or subsequent EIR. The City does not find this information and testimony to be credible evidence of a significant impact, a substantial increase in the severity of an impact disclosed in the Final EIR, or a feasible mitigation measure or alternative not included in the Final EIR.
- H. The City finds and declares that substantial evidence for each and every finding made herein that is contained in the EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.
- I. The City is certifying an EIR for, and is approving and adopting findings for, the entirety of the actions described in these Findings and in the EIR as comprising the Project.

VIII. CONCLUSION

As explained above, the City has carefully considered the environmental impacts of the proposed Project, as well as 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. In order to meet the needs of the surrounding communities (identified in the project objectives) while generating the least environmental impacts possible, the proposed Project is the preferred alternative. As discussed above and supported by the Draft EIR and Final EIR and other documents available in the record of proceedings, the environmental impacts that would be anticipated to result from the proposed Project would be reduced to less than significant impacts with adherence to standard regulatory and permit requirements, as well as mitigation measures and BMPs described in Section V. Therefore, the proposed Project would bring benefits to the City and its citizens as discussed herein and as supported by substantial evidence in the record of proceedings.



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

SCH #2017041045

MITIGATION MONITORING PROGRAM



March 2022

PREPARED FOR:

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

WITH ASSISTANCE FROM:

GPA Consulting



TRANSMITTAL NO. 4

This page intentionally left blank.

Mitigation Monitoring Program

Introduction

The Mitigation Monitoring Reporting Program (“MMP”) has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a “reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” In addition, Section 15097(a) of the California Environmental Quality Act (CEQA) Guidelines requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. This MMP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the State CEQA Guidelines.

The City of Los Angeles (City), the Lead Agency on behalf of the Los Angeles Department of Public Works (LADPW), Bureau of Engineering (LABOE), is the Lead Agency for the Sixth Street PARC Project (proposed Project), and therefore is responsible for administering and implementing the MMP. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation. However, until mitigation measures have been completed, the Lead Agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

Purpose

The purpose of the MMP is to do the following:

- Coordinate all mitigation monitoring activities
- Manage the preparation, approval, and filing of monitoring or permit compliance records
- Maintain records concerning the status of all approved mitigation measures (MM) and best management practices (BMP)
- Provide quality control assurance of field monitoring personnel
- Coordinate with other agencies regarding compliance with mitigation or permit requirements
- Review and recommend acceptance and certification of implementation documentation
- Act as a contact for interested parties or surrounding property owners who wish to register concerns regarding environmental issues; verifying any such circumstances; and developing any necessary corrective actions.

Organization

As shown in the following pages, each identified mitigation measure for the proposed Project is listed and categorized by environmental issue area, with accompanying discussion of:

- Time Frame for Implementation: When the measure will be implemented.

- **Monitoring Period:** Indicates when monitoring for compliance with the measure will occur.
- **Monitoring Agency:** The agency to which reports involving feasibility, compliance, implementation, and development are made.
- **Verification of Compliance:** The date that monitoring is complete to ensure compliance with the measure.

Monitoring and Reporting Procedures

This MMP shall be enforced throughout all phases of the proposed Project. LABOE shall be responsible for implementing each project design feature and mitigation measure and shall be obligated to provide verification, as identified below, to the appropriate monitoring and enforcement agencies that each project design feature and mitigation measure has been implemented. LABOE shall maintain records demonstrating compliance with each project design feature and mitigation measure listed below.

All applicable construction-related mitigation measures and best management practices will be included in any bid specification released for construction of the proposed Project. Prior to the release of the bid specifications, construction plans and specifications will be provided to LABOE's Environmental Management Group (EMG) for review and approval regarding environmental mitigation. Unless otherwise specified herein, LABOE will be responsible for taking all actions necessary to implement the mitigation measures according to the provided specifications and demonstrating that each action has been successfully completed. LABOE, at its discretion, may delegate implementation responsibility or portions thereof to a licensed contractor. This MMP for the proposed Project will be in place through design, construction, and operation. LABOE will be responsible for administering the MMP and ensuring that all parties comply with its provisions. LABOE may delegate monitoring responsibilities to staff, consultants, or contractors.

The construction contractor shall submit an Environmental Compliance Plan for LABOE Construction Management and LABOE EMG approval prior to the beginning of ground-disturbing construction activities. The Environmental Compliance Plan will document how the contractor intends to comply with all environmental measures applicable to the contract, including application of BMPs. LABOE Construction Management will also ensure that monitoring is documented in an Environmental Compliance Report and that deficiencies are promptly corrected. A designated environmental monitor with LABOE Construction Management will track and document compliance with mitigation measures, note any problems that may result, and take appropriate action to rectify problems. LABOE will monitor compliance with operational mitigation measures.

During the construction phase and prior to going through plan check review, LABOE shall retain an independent Construction Monitor (either via the City or through a third-party consultant), who shall be responsible for monitoring implementation of mitigation measures and best management practices during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the City's compliance with the project design features and mitigation measures during construction every 90 days in a form satisfactory to

LABOE. The documentation must be signed by LABOE and the Construction Monitor and be included as part of the City's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with mitigation measures and project design features within two businesses days if the non-compliance is not corrected within a reasonable time or if the non-compliance is repeated.

Changes to Mitigation Measures

Changes to Mitigation Measures Under CEQA, mitigation measures may be modified or deleted if the relevant decision-maker approves such action, gives a legitimate reason for making the change, and supports those reasons with substantial evidence, including an appropriate subsequent CEQA document. Any substantive change to the MMP shall be documented in writing. Modifications to the mitigation measures/BMPs may be made by the LABOE subject to one of the following findings and documented by evidence included in the record:

1. The measure/BMP included in the EIR and the MMP is no longer required because the significant environmental impact identified in the EIR has been found not to exist, or to occur at a level which makes the impact less than significant as a result of changes in the Project, changes in conditions of the environment, or other factors.

OR

2. The modified or substitute mitigation measure/BMP to be included in the MMRP provides a level of environmental protection equal to or greater than that afforded by the mitigation measure included in the EIR and the MMP.

AND

3. The modified or substitute mitigation measure/BMP does not have significant adverse effect on the environment in addition to or greater than those which were considered by LABOE in its decisions regarding the EIR and the Proposed Project.

AND

4. The modified or substitute mitigation measure/BMP is feasible, and LABOE, through measures included in the MMP or other established procedures, can assure its implementation.

Findings and related documentation supporting the findings involving modifications to mitigation measures shall be maintained in the Project file with the MMP and shall be made available to the public upon request.

Mitigation Monitoring Program

Mitigation Measures

Air Quality

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

- Measures:
 - Include in all construction contracts the requirement to use 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export).
 - Include in all construction contracts the requirement that all off-road diesel-fueled construction equipment greater than 50 horsepower shall meet Tier 4 off-road emission standards. In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by California Air Resources Board (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 Southern California Air Quality Management District (SCAQMD) operating permit at the time of mobilization of each applicable unit of equipment shall be provided.
 - Maintain construction equipment by conducting regular tune-ups according to the manufacturers' recommendations.
 - To the extent possible, the import and export of onsite materials shall be scheduled to minimize empty return trips.
- Time Frame for Implementation:

Design Phase:

Timing/Schedule: Prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by the contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance

Construction Phase:

Timing/Schedule: Throughout Project construction.

Implementation: LABOE Project Engineer and Construction contractor shall implement mitigation measure and review engine and equipment certified tier specification and best available control

technology documentation. Similarly, contractor may provide the ARB or SCAQMD operating permit at the time of mobilization of each applicable unit of equipment. Considered complete after end of Project construction.

Enforcement: LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

MM-AQ-2: Construction Equipment Requirements

- Measures:
 - All on- and off-road diesel-fueled equipment shall not idle for more than 5 minutes when not in use. The idling of diesel-fueled equipment and haul trucks within 1,000-feet of nearby residential land uses shall be prohibited. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5-minute-idling limit.
 - Staging and queuing areas shall be located at the furthest distance possible from nearby residential land uses.
 - Use alternatively fueled (e.g., compressed natural gas, liquefied natural gas, propane), gasoline-fueled, or electrified construction equipment in place of diesel-fueled equipment to the extent locally available.

Design Phase:

Timing/Schedule: Prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance

Construction Phase:

Timing/Schedule: Throughout Project construction.

Implementation: LABOE Project Engineer and Construction contractor

Enforcement: LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

MM-AQ-3: Fugitive Dust Controls

- Measures:
 - All active portions of the construction site shall be watered twice daily to prevent excessive amounts of dust.

- Non-toxic soil stabilizers shall be applied to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain) according to manufacturers' specifications.
- All excavating and grading operations shall be suspended when wind gusts (as instantaneous gust) exceed 25 miles per hour.
- On-site off-road equipment and on-road vehicles used on-site shall be limited to 15 miles per hour.
- All on-site roads shall be paved as soon as feasible, watered twice daily, or chemically stabilized.
- Visible dust beyond the property line which emanates from the project shall be prevented to the maximum extent feasible.
- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site.
- Track-out devices shall be used at all construction site access points.
- All delivery truck tires shall be watered down and/or scraped down prior to departing the job site.
- Streets shall be swept at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway.
- Replace ground cover in disturbed areas as quickly as possible.
- All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114 (Spilling Loads on Highways), with special attention to Sections 23114(b)(F), (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
- Conduct continuous, direct-reading, near real-time ambient monitoring of Particulate Matter (PM)₁₀. Install appropriate signage and notify the SCAQMD in accordance with Rule 1466, Control of Particulate Emissions from Soils with Toxic Air Contaminants, prior to conducting any earth-moving activities on any site meeting the applicability of the rule.

Design Phase:

Timing/Schedule: Prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance

Construction Phase:

- Timing/Schedule: Throughout Project construction.
- Implementation: LABOE Project Engineer and Construction contractor

- Enforcement: LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

Hazards and Hazardous Materials

MM-HAZ-1: Remediation Category 1A

- Measures: 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:
 - Soils will be excavated as needed up to a maximum depth of 4.5-feet below ground surface (bgs), consistent with the limits designated on Figures 3.8-3a and 3.8-3b, Areas of Concern with Contamination.
 - The transport and disposal of RCRA hazardous waste will be accompanied with a Hazardous Waste Manifest (i.e., documentation accompanying the transport, treatment, storage and disposal of hazardous waste) completed by a licensed transporter. A site-specific California Environmental Protection Agency (CalEPA) Hazardous Waste Generator Identification Number will be obtained for each RCRA hazardous waste. Additional sampling and testing will likely be required by the facility accepting the soil for disposal.
 - For excavations deeper than 4-feet, shoring or other approved means will be required to maintain stability of the excavation walls.
 - During excavation activities, dust and runoff controls will be implemented to prevent windborne or surface waterborne migration of the soil from the Project Site. The soils will be directly loaded into the transport trucks, which will require tarps to prevent spillage or windblown loss of soil during transport. These controls will be verified and monitored by an independent third party.
 - A site-specific Health and Safety Plan (HASP) will be prepared and implemented during all proposed construction activities, including full time perimeter sampling and testing of particulates and dust from the Project Site.
 - All onsite workers and supervisors will complete a 40-hour Occupational Safety and Health Administration (OSHA) Hazardous Waste Operations and Emergency Response (HAZWOPER) training course and be equipped with the appropriate personal protective equipment.
 - Excavated areas will be backfilled with certified clean soil.

Design Phase:

Timing/Schedule: During Project design, prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance

Construction Phase:

- Timing/Schedule: Throughout Project construction.
- Implementation: LABOE Project Engineer and Construction contractor
- Enforcement: LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

MM-HAZ-2: Remediation Category 2A and 2B

Remediation Category 2A

- Measures: The City shall be required to implement the following measures in areas where soils contaminated with Heavy Metals and/or TPH DRO that are classified as non-RCRA hazardous waste will be excavated. These contaminated soils shall be disposed at Class 2 Landfills:
 - Soils will be excavated as needed up to a maximum depth of 6-feet bgs, consistent with the limits designated on Figures 3.8-3a and 3.8-3b, Areas of Concern with Contamination.
 - The transport and disposal of non-RCRA hazardous waste will be accompanied with a Hazardous Waste Manifest completed by a licensed transporter. A CalEPA Non-RCRA Hazardous Waste Generator Identification Number will be obtained. Additional sampling and testing will likely be required by the facility accepting the soil for disposal.
 - For excavations deeper than 4-feet, shoring or other approved means shall be required to maintain stability of the excavation walls.
 - During excavation activities, dust and runoff controls will be implemented to prevent windborne or surface waterborne migration of the soil from the Project Site. The soils will be directly loaded into the transport trucks, which will require tarps to prevent spillage or windblown loss of soil during transport. These controls will be verified and monitored by an independent third party.
 - A site-specific Health and Safety Plan (HASP) will be prepared and implemented during all proposed construction activities, including full time perimeter sampling and testing of particulates and dust from the Project Site.
 - All onsite workers and supervisors will complete a 40-hour OSHA HAZWOPER training course and be equipped with the appropriate personal protective equipment.
 - Excavated areas will be backfilled with certified clean soil.

Remediation Category 2B

- Measures: In addition to the measures above, the following measures shall be implemented in areas where volatile organic compounds (VOC) were observed in soil gases:
 - Emission controls will be used to clear the area of emitting VOCs (i.e., spraying water or applying foam agents to all exposed soil surfaces and/or using large, spark-free fans). Full-time monitoring will be required to verify that the emission controls are effective in preventing the VOCs from impacting workers or the public. Monitoring will comply with SCAQMD Rule 1166.
 - A detailed HASP will be prepared and implemented during the excavation and transport of contaminated soils.
 - The excavation, transport, and disposal of contaminated soils will require permitting and approval by the Certified Unified Program Agency (CUPA), CalEPA/Department of Toxic Substances Control (DTSC), and SCAQMD. A detailed Work Plan/Remedial Action Plan will be prepared and submitted to these agencies for review and approval. Under Rule 1166, a Mitigation Management Plan for potential VOC emissions during excavation will be submitted to SCAQMD and subject to SCAQMD approval. A site-specific CalEPA Hazardous Waste Generator Identification Number will be obtained and manifests completed by the licensed transporter.
 - A soil vapor extraction (SVE) system will be designed and installed to remove and treat VOCs in the soil gases. If Health Risk Assessments indicate the need, a vertical barrier/line will be installed around the perimeter of the area to prevent soil gases with VOCs from migrating back into the area. Gases migrating from below the clean backfill or deeper depths will be extracted through the SVE slotted wells and treated by the SVE treatment system. Treatment for VOCs typically involves carbon filtration unless hydrogen sulfide is detected in the gas stream. Operating and maintenance procedures for the SVE system and permit applications will be prepared and approved by the oversight agency and SCAQMD.
 - If the City determines it is necessary, a “Pilot Study” will be designed and implemented to evaluate the sustainable flow rate and concentration of VOCs in the soil gas stream and to determine the size of the final SVE system components.
 - Design of the SVE system, preparation of a Design Report and Work Plan/Remedial Action Plan (including HASP) will be submitted to and subject to approval by the CUPA and Los Angeles County Fire Department (LACoFD) Site Mitigation Unit.
 - The SVE will be implemented and monitored. This may require several months to over a year.
 - The City shall provide documentation to the CUPA, LACoFD Site Mitigation Unit, and SCAQMD when the SVE has reached the specified clean-up goals.
 - Excavated areas will be backfilled with certified clean soil.

Design Phase:

Timing/Schedule: During Project design, prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance.

Construction Phase:

- Timing/Schedule: Throughout Project construction.
- Implementation: LABOE Project Engineer and Construction contractor
- Enforcement: LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

MM-HAZ-3: Remediation Category 3

Option 1

- Measures: This alternative will involve the same measures as described under Category 2b above. Contaminated soils will be removed to a depth of up to 15-feet or more and shoring of the excavation walls will be necessary. A liner will be installed on the bottom of the excavation area to prevent contaminated soil gas from re-entering the backfill soils. Gas migration from the side walls will be mitigated by either installation of a vertical liner placed on the side walls of the excavation or SVE wells installed vertically outside the limits of the excavation after backfilling is done. The backfill soil will be certified clean fill and placement will need to meet the geotechnical specifications of the Project design. During the process, the site will require strict emissions controls and monitoring.

Option 2

- Measures: 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:
 - 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.
 - 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.
 - Solicitation of bids for construction and implementation of the remediation.
 - Implementation and monitoring of the SVE. This may require several months to over a year.
 - Reporting to the agencies with documentation that the SVE has reached the specified clean up goals.

Option 3

- Measures: This alternative will mitigate the impact of the VOCs and/or methane and hydrogen sulfide by precluding soil gases migration from the subsurface soil and intrusion into structures or other facilities and surface emissions. Depending on the type of soil gases and pressure in the soil gas, the systems can include several of the following components:
 - Shallow excavation (3- to 4-feet bgs) to allow installation of the mitigation components (some of the soil will be used to backfill trenches)
 - Gravel layers and slotted piping for gas collection
 - Liner installation above the slotted piping and extending side wide
 - Vacuum pumps for gas extraction or air injection blowers
 - Filtration systems to remove VOCs and/or hydrogen sulfide from the gas stream
 - Geomembrane barriers placed beneath concrete slabs and/or foundations or fill areas
 - Installation of automated and/or manual monitoring systems

Design Phase:

Timing/Schedule: During Project design, prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance.

Construction Phase:

- Timing/Schedule: Throughout Project construction.
- Implementation: LABOE Project Engineer and Construction contractor
- Enforcement: LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

MM-HAZ-4: Remediation Category 4

- Measures: The City shall be required to implement the following measure in areas within Caltrans right-of-way (ROW) where soil contains aeriially deposited lead (ADL):
 - In accordance with the Caltrans/DTSC ADL Agreement, soils above a depth of approximately 2.9-feet bgs will require 1-foot of clean soil cover to remain on site per the Caltrans/DTSC ADL Agreement.
- Time Frame for Implementation: Prior to construction

- Monitoring Period: Prior to construction
- Monitoring Agency: LADPW, Contracts Administration Bureau, Construction Inspector

Design Phase:

Timing/Schedule: During Project design, prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance.

Construction Phase:

- Timing/Schedule: Throughout Project construction.
- Implementation: LABOE Project Engineer and Construction contractor
- Enforcement: LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

MM-HAZ-5: Soil Gas Sampling

- Measures: Additional soil gas sampling and testing is recommended for completion in PARC Areas 1A, 5, 6, 7, and 8. The additional sampling could potentially eliminate or reduce the need for soil gas remediation.

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

Design Phase:

Timing/Schedule: During Project design, prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance.

Construction Phase:

- Timing/Schedule: Throughout Project construction.
- Implementation: LABOE Project Engineer and Construction contractor

- Enforcement: LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

MM-HAZ-6: Methane Mitigation and Testing

- Measures: Methane mitigation applies to PARC Area 1A, which is located within the Methane Zone, and portions of PARC Area 7, where soil gases were detected and impervious surfaces are to be constructed adjacent to existing buildings. Any buildings (except naturally vented) to be constructed in Area 1A shall have methane mitigation systems meeting Level II requirements involving membrane and passive venter per Table 71 unless additional testing indicates no subsurface gas pressure and lower methane concentrations. In addition, paved areas that are over 5,000 square feet in area and within 15-feet of the exterior wall of a commercial, industrial, institutional building, shall be vented in accordance with the Methane Mitigation Standards, design Level II, unless additional testing indicates no subsurface gas pressure and lower methane concentrations.

Additional testing for methane concentrations and subsurface pressure shall be completed in accordance with the Division 71 Methane Seepage Regulations testing requirements should any buildings or paved areas over 5,000 square feet be proposed in PARC Area 1A and in PARC Area 7 where methane was detected.

Design Phase:

Timing/Schedule: During Project design, prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance.

Construction Phase:

- Timing/Schedule: Throughout Project construction.
- Implementation: LABOE Project Engineer and Construction contractor
- Enforcement: LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

Hydrology and Water Quality

MM-HYDRO-1: Public Safety Plan

- Measures: The City, in coordination with United States Army Corps. of Engineers, 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.
- Time Frame for Implementation: Design, Construction, and Operation
- Monitoring Period: Design, Construction and Operation
- Monitoring Agency: LADPW, Department of Recreation and Parks

Design Phase:

Timing/Schedule: During Project design, prior to Project construction.

Implementation: LABOE Project Engineer shall lead preparation of the Public Safety Plan and coordinate with Recreation and Parks, other relevant City departments and the United States Army Corp. The LABOE Project Engineer shall include any physical deterrents or safety warning devices in the contract specs and plans. The Contractor bid documents and Environmental Compliance Plan prepared by contractor shall reflect these items.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance.

Construction Phase:

- Timing/Schedule: Must be completed prior to end of construction.
- Implementation: LABOE Project Engineer and required stakeholders (publish Public Safety Plan prior to project operations) and Construction contractor (physical elements)
- Enforcement: LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector for physical plan elements.

Operations Phase:

- Timing/Schedule: ongoing
- Implementation: City of Los Angeles, Department of Recreation and Parks, Los Angeles Police Department, US Army Corp, and other relevant stakeholders

Noise and Vibration

MM-NOISE-1: Construction-Noise Management Plan

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

- Construction activities shall be restricted outside the hours of 7:00 a.m. to 9:00 p.m. Monday through Friday, and between the hours of 8:00 a.m. to 6:00 p.m. on Saturdays. While the intention is not to conduct work on Sundays, occasional Sunday work may be required to ensure the Project schedule is met. If it is determined that Sunday work is necessary, the proper permits will need to be obtained through the Police Commission. Construction activities shall be prohibited on federal holidays.
- Construction equipment shall be properly maintained and equipped with mufflers.
- Equipment shall be turned off when not in use for an excess of five minutes, except for equipment that requires idling to maintain performance.
- A public liaison shall be appointed for project construction and shall be responsible for addressing public concerns about construction activities, including excessive noise. As needed, the liaison shall determine the cause of the concern (e.g., starting too early, bad muffler) and implement measures to address the concern. The liaison will work directly with the construction contractor to ensure implementation of the noise control plan.
- The liaison will work directly with the construction contractor to ensure implementation of the noise control plan.
- The public shall be notified in advance of the location and dates of construction hours and activities.
- Where necessary, temporary sound barriers shall be installed.
- Signage and notification on where to report construction-generated noise shall be posted on-site and around the construction area, as well as on the Bureau of Engineering website.
- Staging and queuing areas shall be located at the furthest distance possible from nearby residential land uses, as well as any other noise-sensitive land uses identified in the Project Area at the time of construction (e.g., transient lodging, schools, libraries, churches, hospitals, and nursing homes).
- Limit noise/vibration intensive activities occurring within 10-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 10-feet of adjacent existing structures.

Design Phase:

Timing/Schedule: During Project design, prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance.

Construction Phase:

- Timing/Schedule: Throughout Project construction.

- Implementation: LABOE Project Engineer and Construction contractor
- Enforcement: LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

Transportation and Traffic

MM-TRANS-1: Mobility Hub

- Measures: The City shall reserve space for a mobility hub at the Project Site, including additional amenities for bicyclists, drivers, and transit users, to encourage event attendees to use alternative modes of transportation.

Design Phase:

Timing/Schedule: During Project design, prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance.

Construction Phase:

- Timing/Schedule: Throughout Project construction.
- Implementation: LABOE Project Engineer and Construction contractor
- Enforcement: LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

MM-TRANS-2: Bicycle Facilities

- Measures: The City shall reserve space for a Bike Share hub at the Project Site to allow Bike Share participants to dock bicycles and scooters.

Design Phase:

Timing/Schedule: During Project design, prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance.

Construction Phase:

- Timing/Schedule: Throughout Project construction.
- Implementation: LABOE Project Engineer and Construction contractor
- Enforcement: LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

MM-TRANS-3: Rideshare Zones

- Measures: The City shall create permanent rideshare pick-up and drop-off zones for the East Park and West Park. Rideshare pick-up/drop-off zones could be located on South Santa Fe Street adjacent to the proposed West Park and South Mission Road adjacent to the proposed East Park. The pick-up/drop-off zones shall be clearly marked, and wayfinding signage shall be installed throughout the Project Site.

Design Phase:

Timing/Schedule: During Project design, prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance.

Construction Phase:

- Timing/Schedule: Throughout Project construction.
- Implementation: LABOE Project Engineer and Construction contractor

Enforcement: LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

MM-TRANS-4: Public Transportation

- Measures: The City shall reserve space at the Project Site to accommodate a future Sixth Street Metro Station in the Arts Plaza.

Design Phase:

Timing/Schedule: During Project design, prior to Project construction.

Implementation: LABOE Project Engineer shall include requirement in contract specs and plans. Mitigation measures shall be included in contractor bid documents and Environmental Compliance Plan prepared by contractor.

Enforcement: LABOE Project Manager and LABOE EMG will review specs and plans for compliance.

Construction Phase:

- Timing/Schedule: Throughout Project construction.
- Implementation: LABOE Project Engineer and Construction contractor
- Enforcement: LABOE Construction Manager and LADPW, Bureau of Contracts Administration, Construction Inspector. BOE EMG will review Environmental Compliance Plan prepared by Contractor, the Environmental Compliance Report and the Project Acceptance and Closeout Report.

Best Management Practices

As standard best practices, the BOE Project Engineer shall incorporate the following requirements in the contract specs and plans and ensure the contractor includes the best management practices in the Environmental Compliance Plan prepared by the contractor. The BOE Construction Manager and Contracts Administration Bureau Construction Inspector will ensure the BMPs are implemented during construction. BMPs related to operations will be implemented by the Department of Recreation and Parks and/or other appropriate organizations.

Aesthetics

BMP-AES-1: Construction Lighting

- Measures: If nighttime lighting at the construction site is required, lighting shall be directed downward, on-site, and away from surrounding land uses.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

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

- Measures: Construction staging shall be coordinated with the construction and maintenance of the Viaduct Replacement Project as needed; 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.
- Implementation Phase: Prior to Construction and Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-AES-3: Operational Lighting

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

- Implementation Phase: Operation
- Monitoring Phase: Operation
- Enforcement Agency: LABOE and Department of Recreation and Parks

BMP-AES-4: Regulatory Requirements for Lighting

- Measures:
 - Project illumination shall comply with the provisions in the City's Municipal Code, including LAMC Chapter 1, Article 2, Sec. 12.21A5(k); LAMC Chapter 1, Article 7, Sec. 17.08C; and LAMC Chapter 9, Article 3, Section 93.0117.
 - The new walkway lighting shall be compliant with all regulations set forth by the City's Bureau of Street Lighting Design Standards and Guidelines to ensure that the area receives lighting that meets national illumination standards for vehicular and pedestrian traffic, does not emit light pollution, and produces little glare.
 - Lighting for sports fields and courts shall operate in compliance with Los Angeles City Recreation and Parks (RAP) illuminance level standards for outdoor sports and recreational facilities.
 - Lighting for security shall be illuminated in accordance with the Illuminating Engineering Society (IES) standards, IES RP-33-14 *Lighting for Exterior Environments* and IES G-1-03 *Security Lighting for People, Property and Public Spaces*, as updated by IES G-1-16 *Guide for Security Lighting for People, Property and Critical Infrastructure*.
- Implementation Phase: Design, Operation
- Monitoring Phase: Design, Operation
- Enforcement Agency: LADPW and Department of Recreation and Parks

Air Quality

BMP-AQ-1: SCAQMD Rules and Regulations

- Measures: The contractor shall implement measures to ensure that all construction activities are consistent with SCAQMD rules and regulations.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-AQ-2: Construction Worker Incentives

- Measures: The City shall offer ride-share and transit incentives for construction workers to reduce emissions associated with motor vehicle use.
- Implementation Phase: Construction
- Monitoring Phase: Construction

- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-AQ-3: Construction Equipment Maintenance

- Measures: The contractor shall maintain construction equipment by conducting regular tune-ups according to the manufacturers' recommendations.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

Biological Resources

BMP-BIO-1: Pre-Construction Wildlife Surveys

- Measures: 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.
- Implementation Phase: Prior to construction
- Monitoring Phase: Construction if construction activities are suspended for five days or more
- Enforcement Agency: LADPW (Project Biologist)

BMP-BIO-2: Trash and Construction Debris Removal

- Measures: 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.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-BIO-3: Work Area Limitations

- Measures: No work for the Project shall be conducted on the Fourth Street Bridge or Seventh Street Bridge structures.
- Implementation Phase: Construction
- Monitoring Phase: Construction

- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-BIO-4: Nesting Bird Survey

- Measures: If vegetation trimming or clearing is conducted during the nesting season (typically February 15 through September 15), nesting bird surveys shall be completed by a qualified biologist within 300-feet of potential bird-nesting areas and 500-feet of potential raptor-nesting areas no more than 48 hours prior to trimming/removal activities to determine if nesting birds are within the affected vegetation. Surveys shall be repeated if trimming or removal activities are suspended for five days or more.
- Implementation Phase: Construction during the nesting season (February 15 through September 15)
- Monitoring Phase: None unless active nests are discovered
- Enforcement Agency: LADPW (Project Biologist)

BMP-BIO-5: Nesting Bird Buffer

- Measures: 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.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW (Project Biologist)

BMP-BIO-6: Hazardous Materials BMPs

- Measures: 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.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-BIO-7: Equipment Maintenance

- Measures: 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.
- Implementation Phase: Construction
- Monitoring Phase: Construction

- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-BIO-8: Regulatory Permits

- Measures: The City shall consult with the appropriate responsible resource agency (e.g., California Department of Fish and Wildlife [CDFW] and Regional Water Quality Control Board [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 Clean Water Act (CWA) Section 401 Water Quality Certification, and California Fish and Game Code Section 1602 Streambed Alteration Agreement.
- Implementation Phase: Prior to Construction
- Monitoring Phase: Construction
- Enforcement Agency: LABOE, LADPW, Contracts Administration Bureau, Construction Inspector

BMP-BIO-9: Pre-Construction Bat Surveys

- Measures: 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.
- Implementation Phase: 30 days prior to construction
- Monitoring Phase: Survey work only
- Enforcement Agency: LADPW (Project Biologist)

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

- Measures: 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.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW (Project Biologist)

BMP-BIO-11: Bat Monitoring

- Measures: 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.

- 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.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW (Project Biologist)

Cultural Resources

BMP-CUL-1: Archeological Monitoring During Excavation

- Measures: 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.
- Implementation Phase: Construction activities involving excavations greater than 5-feet
- Monitoring Phase: Construction activities involving excavations greater than 5-feet
- Enforcement Agency: LADPW

BMP-CUL-2: Tribal Cultural Resources Sensitivity Training

- Measures: 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.
- Implementation Phase: Prior to construction
- Monitoring Phase: Prior to construction
- Enforcement Agency: LABOE and qualified Tribal representative from the Gabrieleño Band of Mission Indians

BMP-CUL-3: Tribal Cultural Resources Monitoring During Excavation

- Measures: 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 California Native American Heritage's (NAHC) 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 5-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.

- Implementation Phase: Construction
- Monitoring Phase: Construction activities involving ground-disturbing activities in the proposed Arts Plaza
- Enforcement Agency: LADPW (Tribal Monitor)

BMP-CUL-4: Unanticipated Discovery of Archaeological and Tribal Cultural Resources

- Measures: In the event that potentially significant buried archaeological materials are encountered within the Project Area, all work in the vicinity must stop until the archaeological and Tribal monitor can visit the site and assess the significance of the resource. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the City regarding treatment and curation of these resources. Work may continue on other parts of the Project Area while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]).
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW (Tribal Monitor)

BMP-CUL-5: Unanticipated Discovery of Human Remains

- Measures: 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.
 - 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.
- Implementation Phase: Construction

- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

Geology and Soils

BMP-GEO-1: Erosion Control

- Measures: 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.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-GEO-2: Geotechnical Site Investigation Recommendations

- Measures: The Geotechnical Site Investigation report for the 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.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-PAL-1: Paleontological Sensitivity Training

- Measures: 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.
- Implementation Phase: Prior to construction
- Monitoring Phase: Prior to construction
- Enforcement Agency: LADPW (Project Paleontologist), Contracts Administration Bureau, Construction Inspector

BMP-PAL-2: Unanticipated Paleontological Resource Discoveries

- Measures: 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 Society of Vertebrate Paleontology (2010) guidelines.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW (Project Paleontologist)

Greenhouse Gas Emissions

BMP-GHG-1: Off-Road Equipment Construction Requirements

- Measures: 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.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

Hazards and Hazardous Materials

BMP-HAZ-1: Coordination with Regulatory Agencies

- Measures: 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.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LABOE

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

- Measures: 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.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

Hydrology and Water Quality

BMP-HYDRO-1: Construction Drainage Design

- Measures: The 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.
- Implementation Phase: Design and Construction
- Monitoring Phase: Design and Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-HYDRO-2: Off-Site Sediment Transport

- Measures: 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.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-HYDRO-3: Storm Drain Message and Signage

- Measures: Existing and proposed storm drain catch basins within the vicinity of the Project Site shall be marked and maintained.
- Implementation Phase: Construction and Operation
- Monitoring Phase: Construction and Operation
- Enforcement Agency: Construction Contractor (Construction), LADPW (Operation)

BMP-HYDRO-4: Outdoor Material Storage Area Design

- Measures: 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.
- Implementation Phase: Construction and Operation
- Monitoring Phase: Construction and Operation
- Enforcement Agency: Construction Contractor (Construction), LADPW (Operation)

BMP-HYDRO-5: Outdoor Trash Storage Area Design

- Measures: 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.
- Implementation Phase: Construction and Operation

- Monitoring Phase: Construction and Operation
- Enforcement Agency: Construction Contractor (Construction), LADPW (Operation)

BMP-HYDRO-6: Employee Training

- Measures: Operations and maintenance employees shall be trained and made aware of the source controls, LID BMPs, educational materials, and maintenance requirements for the Project at first hire and yearly thereafter.
- Implementation Phase: Construction and Operation
- Monitoring Phase: Construction and Operation
- Enforcement Agency: LADPW (Construction), RAP (Operation)

BMP-HYDRO-7: Common Area Landscape Management

- Measures: A landscape maintenance program shall be established prior to construction in order to optimize water efficiency, limit pollutant introduction from fertilizers and pesticides, manage landscape waste, and prevent soil erosion.
- Implementation Phase: Prior to Construction and Operation
- Monitoring Phase: Operation
- Enforcement Agency: LADPW (Prior to Construction), RAP (Operation)

BMP-HYDRO-8: Common Area Litter Control

- Measures: 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.
- Implementation Phase: Construction and Operation
- Monitoring Phase: Operation
- Enforcement Agency: Construction Contractor (Construction), RAP (Operation)

BMP-HYDRO-9: Common Area Catch Basin Inspection

- Measures: Catch basins shall be inspected and maintained, at a minimum, yearly and prior to the rainy season.
- Implementation Phase: Construction and Operation
- Monitoring Phase: Construction and Operation
- Enforcement Agency: Construction Contractor (Construction), LADWP (Construction), RAP (Operation)

BMP-HYDRO-10: Street Sweeping Parking Lots

- Measures: The angled parking spaces along Anderson Street shall be vacuum swept, at a minimum, yearly and prior to the rainy season.
- Implementation Phase: Operation

- Monitoring Phase: Operation
- Enforcement Agency: RAP

BMP-HYDRO-11: BMP Maintenance

- Measures: Proposed structural source controls, non-structural source controls, and LID BMPs shall be maintained as outlined in the Operations and Maintenance Plan that would be developed for the Project.
- Implementation Phase: Operation
- Monitoring Phase: Operation
- Enforcement Agency: LADPW and RAP

BMP-HYDRO-12: Structural and Low-Impact Development (LID) BMPs

- Measures:
 - 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.
 - Structural BMPs (i.e., hydrodynamic separators) shall be installed to treat the runoff from the Viaduct to the maximum extent practicable
 - 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.
- Implementation Phase: Construction and Operation
- Monitoring Phase: Construction and Operation
- Enforcement Agency: LABOE, LADWP, and the Construction Contractor

BMP-HYDRO-13: Regulatory Requirements for Water Quality

- Measures:
 - To comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) MS4 Permit, the Project shall implement a Stormwater Pollution Prevention Plan (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 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 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 Project because Phase II construction activities shall be performed during the dry season (April 15 through October 15). However, if work in a flowing stream is unavoidable, a water diversion plan shall be required, and the entire stream flow shall be diverted around the work area by a barrier, temporary culvert, new channel, or other means approved by the CDFW. Should water diversion be necessary, a 401/404 permit will also be required.
- An emergency evacuation plan shall be prepared for Phase II construction within the LA River. If measurable rain with 25 percent or greater probability is predicted within 72 hours during project-related activities, all activities within the LA River shall cease and protective measures to prevent siltation/erosion shall be implemented/maintained. With the implementation of BMPs, alterations to drainage patterns during construction in the LA River channel will not result in substantial erosion or siltation onsite or offsite.
- A Notice of Intent (NOI) for stormwater discharges associated with construction activities may also be required under the NPDES General Permit.
- Stormwater BMPs shall follow the latest California Stormwater Quality Association's Stormwater Best Management Practices Handbook. All entrances and exits to a construction site will be stabilized to reduce transport of sediment off-site. Any sediment or other materials tracked off-site will be removed within a reasonable time.
- Any non-stormwater discharge shall be controlled and properly disposed of through the sanitary sewer system or transported to an approved processing facility to prevent the contamination of site soils and groundwater.
- 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.
- Implementation Phase: Prior to Construction

- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

Land Use and Planning

BMP-LAND-1: Coordination with Los Angeles City Planning

- Measures: LABOE shall continue to work with the Los Angeles Department of City Planning to ensure that the Project is consistent with future zoning changes.
- Implementation Phase: Ongoing
- Monitoring Phase: Ongoing
- Enforcement Agency: LABOE

BMP-LAND-2: Coordination with Viaduct Replacement Project

- Measures: Any necessary land use entitlements shall be secured prior to the start of construction activities and shall be coordinated with construction and maintenance of the Viaduct Replacement Project as needed.
- Implementation Phase: Prior to Construction
- Monitoring Phase: Prior to Construction
- Enforcement Agency: LABOE and LADWP

BMP-LAND-3: Construction Area

- Measures: Construction equipment, materials storage, and construction activities shall be contained within the limits of construction, and construction areas shall be fenced.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

Noise and Vibration

BMP-NOISE-1: Construction Equipment Requirements

- Measures: Construction equipment shall be properly maintained and equipped with mufflers.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

Transportation and Traffic

BMP-TRANS-1: Temporary Detour Routes

- Measures: During proposed construction activities, temporary detours shall be provided for any affected pedestrian and bicycle facilities.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-TRANS-2: Construction Staging Plan

- Measures: 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.
- Implementation Phase: Prior to construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-TRANS-3: Construction Traffic

- Measures: Construction-related trips shall be scheduled with increased frequency during off-peak hours to minimize impacts to commuters.
- Implementation Phase: Prior to construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-TRANS-4: Access to Parcels

- Measures: If access to any existing parcels are removed during proposed construction activities, temporary access shall be provided, and/or new points of access shall be constructed.
- Implementation Phase: Prior to construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

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

- Measures: 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.

- Implementation Phase: Operation (larger events)
- Monitoring Phase: Operation (larger events)
- Enforcement Agency: LABOE, RAP, and Individual Permittees

Utilities and Service Systems

BMP-USS-1: Wastewater Treatment

- Measures: 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.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-USS-2: Temporary Stormwater Drainage Measures

- Measures: Temporary stormwater drainage measures to prevent polluted runoff in the construction site shall include, but not be limited to, the installation of earth dikes, drainage swales, and ditches, silt fences, desilting basins, and stormwater drain inlet protection.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADPW, Contracts Administration Bureau, Construction Inspector

BMP-USS-3: Coordination with Service Providers

- Measures: 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.
- Implementation Phase: Prior to Construction
- Monitoring Phase: Prior to Construction and Ongoing
- Enforcement Agency: LADPW

BMP-USS-4: Reduced Consumption of Water Resources

- Measures: 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.
- Implementation Phase: Design
- Monitoring Phase: Design
- Enforcement Agency: LADPW

BMP-USS-5: High voltage electrical conductors

- Measures: The ROW contains high-voltage electrical conductors. Only such equipment, material, and construction techniques that are permitted under applicable safety ordinances and statutes, including the following, shall be used: California Code of Regulations, Title 8, Industrial Relations, Chapter 4, Division of Industrial Safety, Subchapter 5, Electrical Safety Orders, and California Public Utilities Commission, General Order No. 95, Rules for Overhead Electric Line Construction.
- Implementation Phase: Construction
- Monitoring Phase: Construction
- Enforcement Agency: LADWP