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ENGINEERING**

GARY LEE MOORE, PE, ENV SP
CITY ENGINEER

1149 S. BROADWAY, SUITE 700
LOS ANGELES, CA 90015-2213

<http://eng.lacity.org>

December 8, 2016

Honorable City Council Members
Budget and Finance Committee

BUREAU OF ENGINEERING REPORT BACK COUNCIL FILE 13-1641 TAYLOR YARD G2 PARCEL ACQUISITION

Dear Honorable Members:

BACKGROUND

This memorandum is a report back from the Bureau of Engineering (BOE) to the Budget and Finance Committee on matters concerning the acquisition of the Taylor Yard G2 Parcel (G2). The Committee requested the Mayor's River Team and the BOE to report on the plan for the utilization of the Taylor Yard G2 parcel, including a budgetary assessment and identification of specific revenue sources for each of the project components, and the cost and project comparison of the L.A. River Revitalization Master Plan (LARRMP) proposal for this site, compared to the L.A. River Ecosystem Restoration Integrated Feasibility Report (IFR) from the Army Corps of Engineers, both in terms of utilization and costs.

The G2 site is approximately 41.5 acres, consisting of 40.5 acres of open space and 1.0 acres of an improved private access road. The site is currently owned by Union Pacific Railroad and has an approved Department of Toxic Substances Control (DTSC) Remedial Action Plan (UP RAP).

G2 SITE UTILIZATION

The UP RAP was developed by technical consultants to UP and was approved by DTSC in 2014. The existing UP RAP consists of G2 site remediation consistent with



future industrial use. The remediation includes shallow soil removals, clean soil import, soil vapor barriers, and foundation slabs and parking surfaces that cap contaminated soil.

Upon acquisition of G2, the City will initiate work with DTSC to reopen the UP RAP. In consultation with DTSC, the City may seek approval to perform remediation in a multi-phase approach, to a standard different than industrial use. The City has informally consulted with DTSC staff, and has been advised that a phased remediation is a possibility. The City's phased remediation would be performed such that interim uses could be realized in ways that would be safe and allowable.

G2 site contamination occurs in roughly 3 "hot spots" with higher levels of contamination. The hot spots are separated by cleaner areas. Interim site uses would be configured to utilize the cleaner areas. Bio-remediation (i.e. natural air venting or plant uptake of soil contamination) would be considered and located in the hot spots. Interim uses would be separated from the hot spots to protect the public from contaminated areas. The phased site remediation with interim uses would be done in consultation with, and with the approval of DTSC.

Potential short term interim revenue generating uses could include construction laydown areas (i.e. for High Speed Rail or other nearby construction activities), City vehicle parking, private parking, private storage, community events, private events, public-private partnership uses, exhibition space, non-profit uses, education, research, cultural events, etc. These uses could generate revenue from lease fees, parking fees, special event fees, exhibition fees, private user fees, or non-profit grants. Similar uses have occurred at the Los Angeles State Historic Park site owned by State Parks while it was in an interim phase between acquisition and park development, and at the then vacant Proposition O Albion Riverside Park site following its acquisition by the City.

PHASED REMEDIATION AND SITE USE COSTS

BOE is currently developing preliminary concepts for potential phased remediation and site uses. BOE will report on these concepts and costs in a future report.

COMPARISON BETWEEN THE CITY'S L.A. RIVER REVITALIZATION MASTER PLAN AND THE CORPS' L.A. RIVER ECOSYSTEM RESTORATION FEASIBILITY STUDY

BOE compared costs between the L.A. River Revitalization Master Plan (LARRMP) for the Taylor Yard Opportunity Area, and the L.A. River Ecosystem Restoration Feasibility Study (aka ARBOR) in Attachment 1 of this report. We also compared the costs to the September 22, 2016 CLA/CAO Report to Council. The values developed in 2007 for the LARRMP were not developed to a high level of detail, and are nearly 9 years old. The 2013 ARBOR cost estimate, further refined in 2016, did not include contingency and

escalation. The cost estimate in the CAO/CLA Report prepared in 2016 represents the most recent estimated costs.

Sincerely,



Digitally Signed By Deborah Weintraub, AIA, LEED AP at 9:41 am, Dec 08, 2016

for Gary Lee Moore, City Engineer
Bureau of Engineering

Attachment: Comparison of Estimates for G2 Implementation in LA River Revitalization
Master Plan and the LA River Ecosystem Restoration Feasibility Study
Recommended Plan

Q:\exe\GLM\City Engineer\GLM Signed Documents\2016 Documents\BOE Report
Taylor Yard G2 Parcel Acquisition 12082016

cc: Sharon Tso, Chief Legislative Analyst
Miguel Santana, City Administrative Officer
Matias Farfan, Chief Legislative Analyst
Jacqueline Wagner, City Administrative Officer
Christine Peters, Council District 13
Arturo Chavez, Council District 1
Tony Royster, Department of General Services
David Roberts, Department of General Services
Curt Holquin, City Attorney
Uduak Ntuk, Board of Public Works
Shahram Kharaghani, Bureau of Sanitation
Deborah Weintraub, Bureau of Engineering
Kendrick Okuda, Bureau of Engineering
Michael Affeldt, LA RiverWorks