

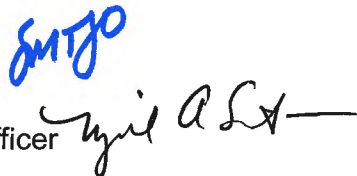
CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: January 13, 2017

To: Honorable Members of the City Council

From: Sharon M. Tso, Chief Legislative Analyst

Miguel A. Santana, City Administrative Officer



Subject: **TAYLOR YARD G2 ACQUISITION (C.F. 13-1641)**

RECOMMENDATIONS

That the Council consider the two Taylor Yard G2 Parcel (Taylor Yard G2) Acquisition options presented and provide instructions to staff accordingly.

Option 1 – Proceed with the purchase of Taylor Yard G2 for the Los Angeles River Ecosystem Restoration (LARER) Project and authorize the close of escrow:

1. Certify that:

- a. The attached Addendum to the Los Angeles River Ecosystem Restoration (LARER) Integrated Feasibility Report (IFR) and Joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR), approved by Council on June 29, 2016 (C.F. 14-1158-S2), was completed in compliance with the California Environmental Quality Act (CEQA);
 - b. The Addendum to that EIS/EIR, entitled "Los Angeles River Ecosystem Restoration Project: Acquisition of Taylor Yard G2 Parcel," was presented to the City Council, as the decision-making body of the City, and that the City Council reviewed and considered the information contained therein; and
 - c. The Addendum reflects and expresses the City's independent judgment and analysis on the matters described therein.
2. Instruct the Bureau of Engineering (BOE), with the assistance of the City Attorney, to file a Notice of Determination within five working days of City Council certification of the Addendum.
3. Authorize the use of Municipal Improvement Corporation of Los Angeles (MICLA) financing necessary for the acquisition of Taylor Yard G2 Parcel (Taylor Yard G2) consisting of 41.485 acres at a purchase price of \$59,315,000 plus closing costs as follows:

- a. Approve a \$20,000,000 increase in MICLA financing for the Taylor Yard G2 Project for a total of \$60,000,000 as amended from the 2016-17 Adopted Budget;
 - b. Re-approve the use of this \$60,000,000 in MICLA financing included in the 2016-17 Adopted Budget for the acquisition of Taylor Yard G2; and
 - c. Authorize the Controller to appropriate \$60,000,000 to a new account entitled "Taylor Yard G2" within MICLA Commercial Paper Fund No. 298;
4. Instruct the Department of General Services (GSD), with assistance from the City Attorney, to send a Buyer Notice of Approval of Conditions to the escrow agent and current owner of Taylor Yard G2 in order to process the Close of Escrow for the acquisition of Taylor Yard G2 on or before the date thirty (30) days after the end of the Feasibility Review Period of that escrow;
5. Authorize GSD to execute the Close of Escrow documents to acquire Taylor Yard G2 located at 2850 Kerr Street, Los Angeles, CA 90039 in Council District 1, on or before the date thirty (30) days after the end of the Feasibility Review Period and to transfer up to \$60,000,000 from MICLA Commercial Paper Fund 298, Taylor Yard G2 account, as follows:
 - a. A total of \$59,215,000 plus associated closing costs to the escrow agent, First American Title Insurance; and
 - b. A total of \$100,000 to the Reserve Fund as repayment of the loan to the Capital Improvement Expenditure Fund for Taylor Yard G2;
6. Instruct the Chief Legislative Analyst (CLA), with assistance from the Bureau of Engineering (BOE), City Administrative Officer (CAO), and City Attorney, to continue to negotiate an agreement with Santa Monica Mountains Conservancy (SMMC) for a multi-purpose easement on a portion of the Taylor Yard G2 Parcel for identified State grant funds to offset the costs associated with Taylor Yard G2, and report on the status of the negotiations and funding within 90 days of the close of escrow; and
7. Authorize CAO, CLA and Controller to make technical adjustments as necessary.

Option 2 – Forego Taylor Yard G2 Purchase at this time:

1. Instruct the Department of General Services, with the assistance of the City Attorney, to send a Buyer Notice of Disapproval of Conditions to the escrow agent and current owner of Taylor Yard G2 that indicates the City wishes to forego the purchase of Taylor Yard G2 and terminate the escrow at this time with the understanding that the property may be sold to another buyer;
2. Request the escrow agent to return the City's escrow deposit of \$100,000, and to repay the Reserve Fund Loan that was previously authorized for this purpose; and
3. Authorize CAO, CLA and Controller to make technical adjustments as necessary.

SUMMARY

On December 10, 2013, Council instructed the CLA, CAO and GSD to enter into negotiations with Union Pacific Railroad Company (UP) for the acquisition of Taylor Yard G2 located at 2850 Kerr Street Los Angeles, CA 90039 in Council District 1 (C.F. 13-1641). These negotiations, with assistance from the City Attorney and the BOE, have resulted in a proposed Purchase and Sale Agreement. The negotiated purchase price for Taylor Yard G2 is \$59.315 million. UP would deposit \$14.715 million¹ of the sale proceeds into a Remediation Escrow Account that would be used to offset City costs as it remediates soil contamination of Taylor Yard G2.

On October 26, 2016, the Council and Mayor instructed City staff to borrow \$100,000 from the Reserve Fund and to deposit those funds into an escrow account in order to open escrow for the acquisition of Taylor Yard G2. Escrow was opened on October 31, 2016. As further instructed by Council, in November 2016 City staff submitted reports to the Arts, Parks, and River Committee and Budget and Finance Committee within 45 days of opening escrow that provided a status update on the LARER Integrated Feasibility Report (IFR) and Environmental Impact Statement/Environmental Impact Report (EIS/EIR) Addendum; negotiations with the State related to the approximately \$25 million in State grant funding that is potentially available for Taylor Yard G2; and the process to exit escrow should the City decide not to proceed with the acquisition (C.F. 13-1641). Subsequently, on December 8, 2016 BOE submitted a report on a plan for the utilization of G2 and a comparison of the LARER Project with the LA River Master Plan (C.F. 13-1641).

In November 2016, City staff indicated that it would report back to Council in January 2017 on the various activities that occurred during the 90-day Feasibility Review Period, which includes, but is not limited to, the following:

- a) Developing an Addendum to the LARER IFR EIS/EIR (Attachment 1);
- b) Identifying the availability of financing for the acquisition, remediation of the property pursuant to the Remedial Action Plan (RAP), and the commencement of the proposed project on the Property;
- c) Discussing with the easement holders on the site of the City's proposed use of the surface area above the easements to identify any potential conflicts in use; and
- d) Determining that there is no significant risk to public health and safety and/or environmental risk posed by the pipeline easement areas, with assistance from the City's Petroleum Administrator, Department of Transportation, and the Fire Department and that the easement holders have protocols to respond to and remediate any fire hazards and/or releases of Hazardous Materials from their respective areas.

This report presents options for Council's consideration regarding the acquisition of Taylor Yard G2 for purposes of the LARER Project.

Close Escrow

The 90-Feasibility Review period ends on January 30, 2017 and the escrow deposit becomes nonrefundable. If the City decides to proceed with the acquisition of Taylor Yard G2, the City would have until March 1, 2017 to close escrow. As indicated previously, the total purchase price is \$59.315 million of which UP would deposit \$14.715 million into the Remediation Escrow Account at the close

¹ This is the estimated cost to remediate all 41.485 acres to industrial standards as required by the Remedial Action Plan approved by State Department of Toxic Substances Control.

of escrow. Exhibit F of the Agreement details the City's obligations as it relates to the Remediation Escrow Account and is described further in the Discussion section of this report.

Additionally, upon the close of escrow, the City would need to meet with the California Department of Toxic Substances Control (DTSC) and enter into an agreement to implement the current or amended Remediation Action Plan (RAP) prior to starting site remediation. The current RAP requires that UP remediate the site to industrial standards at an estimated cost of \$14.715 million. However, if the City contemplates utilizing the site for a purpose other than industrial then the RAP may need to be amended or replaced to remediate the site for an alternative purpose, such as for the LARER Project. The BOE estimates that it may take one year to amend the RAP at an estimated cost of \$1 million.

DISCUSSION

LARER Project IFR EIR/EIS Addendum

Attachment 1 is the Addendum to the LARER Project IFR EIS/EIR². The purpose of the Addendum is to document and evaluate changes and additions to the LARER Project associated with the acquisition of Taylor Yard G2 as required by CEQA Guidelines Section 15164(a)³ and 21094(b)⁴. The Addendum is an appropriate CEQA document because no additional changes are proposed to the Project that will require major revisions of the previously certified EIR; no substantial changes have occurred; and no new information of substantial importance has been identified. The Addendum was prepared to acquire Taylor Yard G2, which is necessary for the LARER Project particularly as it relates to the ecosystem restoration designed for Reach 6⁵.

The Addendum states that the City would implement a phased site remediation strategy that would 1) satisfy the requirements of the proposed Purchase and Sale Agreement with UP; 2) meet the approval of the DTSC who currently has a RAP in place with UP for the site cleanup at industrial levels; and 3) reach agreement with DTSC regarding the recreational and/or ecological clean-up targets needed to achieve future implementation of the LARER Project at Taylor Yard G2. The Addendum also indicates that the site may be used for interim revenue-generating uses, subject to the approval of DTSC and future CEQA evaluation for consistency with the IFR EIS/EIR and this Addendum.

Taylor Yard G2 Project Budget and Potential Funding Sources

The proposed LARER Project would result in ecosystem restoration and recreation for approximately 11 miles of the Los Angeles River that extends from the northern edge of Griffith Park to Downtown Los Angeles. The estimated cost for the ecosystem restoration is \$1.338 billion and approximately \$18.054 million for recreation for a total cost of \$1.356 billion (C.F. 14-1158-S2). The City and the U.S. Army Corps of Engineers (USACE) would share the project costs, with the USACE paying

² The City certified the LARER Project Final EIR and adopted the Findings of Fact and Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program on June 29, 2016 (C.F. 14-1158-S2). The Notice of Determination was filed on July 1, 2016.

³ Section 15164(a) states: "The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred."

⁴ Section 21094(b) states that a later project may tier off a prior EIR that has been certified for a program or plan if the subsequent activity is: 1) consistent with the program, plan, policy or ordinance for which an environmental impact report has been prepared and certified; 2) consistent with applicable local land use plans and zoning; and 3) not subject to Public Resources Code (PRC) Section 21166. CEQA Guidelines Section 15164(a) implements PRC Section 21166.

⁵ The LARER Project Alternative 20 is segmented into eight reaches. Reach 6 includes the Taylor Yard G2 parcel.

28 percent of the total costs and the City paying the remaining costs and the City would continue to operate, maintain, and repair the Project (estimated at \$2.5 million annually). The City's 72 percent share of these costs would be \$980 million. It should be noted that the total project costs are over 12 months old and that there are additional estimated remediation costs totaling \$206 million that are not included in the USACE's budget and are not subject to cost-sharing with the USACE. The total estimated costs for the Alternative 20 project including these costs is therefore, at least \$1.562 billion, with the City's share being at least \$1.186 billion.

Since Alternative 20 identifies Taylor Yard G2 as a "key opportunity area" and is considered a "cornerstone site" of the LARER Project, the acquisition and development of Taylor Yard G2 would be consistent with this City policy and as such would be the motivation for the City to proceed with its acquisition of Taylor Yard G2.

Taylor Yard G2 Project Budget

The BOE currently estimates the costs of implementing the LARER Project on Taylor Yard G2 at \$252.156 million. The following table provides a general breakdown of this amount.

Table 1

TAYLOR YARD G2 USACE LA RIVER ECOSYSTEM RESTORATION PLAN PROJECT COSTS <i>(as of January 6, 2017)</i>	
Project Component	Amount
G2 Land Acquisition "As Is"	\$44,600,000
Remediation Costs <i>(includes \$14.715 million in required escrowed remediation costs)</i>	\$120,739,898
Site Improvement Costs	\$13,877,563
Interim Uses Costs for Phase I <i>(includes design, construction and site assessments)</i>	\$14,100,000
Escalation and Contingency	\$33,437,587
Total City Costs	\$226,755,048
Fish and Wildlife Habitat Restoration & Recreation Improvements <i>(Federal Contribution by the USACE)</i>	\$25,401,187
Total Project Cost⁶	\$252,156,235

Attachment 2 provides an overview of the costs per fiscal year to remediate and develop the Taylor Yard G2 site for the purpose of the LARER Project. It is anticipated that \$45.7 million will be needed in FY 2016-17, which is primarily due to the cost of the acquisition (\$44.6 million)⁷. Site remediation is anticipated to be phased and is likely to begin in FY 2016-17. The proposed expenditure schedule in Attachment 2 takes into consideration the various discretionary actions and approval process required to proceed with the LARER Project and the time needed to secure funding for the entire Project.⁸ However, it is anticipated that phasing the remediation will allow for interim uses on the site, subject to a review for CEQA compliance for any potential interim projects on the site.

⁶ The BOE reports that this cost does not include the cost to relocate at least five high voltage Los Angeles Department of Water and Power transmission towers. The relocation of the towers and transmission lines has not yet been determined. This cost also does not include the ongoing maintenance costs.

⁷ The \$14.7 million from the Remediation Escrow Account will be used to offset remediation costs in future fiscal years.

⁸ The BOE report dated September 19, 2016 (C.F. 14-1158-S2) outlines the actions needed to implement the LARER Project. These actions include, but are not limited to: 1) approval of the Project by the City and Federal government; 2) preparation and execution of Project agreements between the City and the USACE, which would commit Taylor Yard G2 for the LARER Project; 3) project budget approval; 4) solicitation and execution of contracts with vendors, consultants, and other companies; 5) issuance of engineering permits and approval of construction contracts; and 6) negotiation, execution and approval of property acquisition/lease agreements, other property use agreements and related transactions.

Potential Funding Sources

On March 26, 2015, the CAO presented a preliminary funding framework for the LARER Project for City Council's consideration (C.F. 14-1158-S1). The funding framework identified about \$350 million in potential sources of funds that could be used for the \$252.1 million LARER Project. It was anticipated that, if obtained, the City could access and/or apply for these funding sources only after it has possession of the property. Since the October 26, 2016 Council approval to open escrow, the Mayor's L.A. River Team has worked with the BOE and CAO to determine the viability of the sources listed in the earlier report and to identify other potential and eligible funding sources. The table immediately below provides a side by side comparison of the updated list of potential funding sources for the project. Of the revised \$161.8 million in the table below, \$67.4 million has been included in the City budget or tentatively approved competitive funds for Taylor Yard G2.

Table 2

TAYLOR YARD G2 –POTENTIAL SOURCES OF FUNDS*					
Potential Sources	Per 9/22/16 CAO/CLA Report	Current Anticipated Funding	Approximate Potential Funding	Total	Requirements
Prop 1 State Water Bond	\$140,000,000	\$0	\$25,000,000	\$25,000,000	Competitive Grant / Appropriation
State Coastal Conservancy Grant	\$0	\$2,000,000	\$0	\$2,000,000	Competitive Grant / Appropriation
State Santa Monica Mountains Conservancy (SMMC)	\$0	\$0	\$20,000,000	\$20,000,000	Competitive Grant / Appropriation
State Prop 84 through Santa Monica Mountains Conservancy (SMMC)	\$0	\$0	\$5,000,000	\$5,000,000	Competitive Grant / Appropriation
LA County Measure A	\$0	\$0	\$12,000,000	\$12,000,000	Competitive Grant / Appropriation
State Cap-and-Trade Proceeds	\$100,000,000	\$0	\$10,000,000	\$10,000,000	Competitive Grant / Appropriation
Private Sponsorship & Philanthropy	\$20,000,000	\$0	\$5,000,000	\$5,000,000	Competitive Grant / Appropriation
MICLA**	\$0	\$40,000,000	\$0	\$40,000,000	City's Jurisdiction
Non-Profit Contributions	\$20,000,000	\$0	\$0	\$0	Competitive Grant / Appropriation
Federal Habitat Restoration & Recreation Improvements - LA River Ecosystem Restoration Study (ARBOR)	\$0	\$25,400,000	\$0	\$25,400,000	Competitive Grant / Appropriation
Brownfield Cleanup Grants	\$15,000,000	\$0	\$0	\$0	Competitive Grant / Appropriation
General Fund	\$27,000,000	\$0	\$0	\$0	City's Jurisdiction
Proposition O	\$12,400,000	\$0	\$12,400,000	\$12,400,000	City's Jurisdiction
Quimby Fees	\$5,000,000	\$0	\$0	\$0	City's Jurisdiction
Other Federal Sources	\$10,000,000	\$0	\$5,000,000	\$5,000,000	Competitive Grant / Appropriation
Potential Sources/Funding Subtotal	\$349,400,000	\$67,400,000	\$94,400,000	\$161,800,000	

*This table reflects potential sources of funds as of the date of this report. Funding sources will evolve and change until secured.

**An additional \$20 million for a total of \$60 million in MICLA would be needed for acquisition with its repayment occurring if the SMMC grant funds are subsequently received.

The only Council-approved funding source for the Taylor Yard G2 project is \$40 million in Municipal Improvements Corporation of Los Angeles (MICLA) funding that was reserved in the FY 2016-17 Adopted Budget. In addition to this funding source, there is \$25 million in potential State funding available⁹ that has been earmarked for the Santa Monica Mountains Conservancy (SMMC) through the State's Wildlife Conservation Board.

⁹ State Proposition 50 - \$20 million
State Proposition 84 - \$5 million (for recreational purposes)

City staff is currently engaged in negotiations with SMMC on the use of these funds and will continue negotiations if Council provides authority to acquire Taylor Yard G2. Because the State funds are to be provided on a reimbursement basis only, the City would need to identify funding to front-fund the \$20 million until such time that SMMC provides it to the City. Therefore, should the Council decide to proceed with the acquisition of Taylor Yard G2, City staff recommends that Council authorize the use of an additional \$20 million in MICLA funding that would be reimbursed upon receipt of the State grant funds. The debt impact of using the MICLA funds is discussed in the next section. The Addendum states that the uses on SMMC's proposed easement area are anticipated to be consistent with the IFR EIS/EIR, but that any agreement with SMMC, once finalized, would need to be evaluated in the future for CEQA compliance.

Assuming that the City is successful in securing the potential funding of \$94.4 million along with the \$67.4 million in already identified funding, there would still be a project gap of \$90.3 million, which does not include the cost to relocate the power lines.

Municipal Improvement Corporation of Los Angeles (MICLA) Financing

The 2016-17 Adopted Budget includes \$40 million in the MICLA project budget for the purchase of the Taylor Yard G2 property. Since the SMMC Grant of \$20 million will not be available prior to the end of the Feasibility Review Period, the Mayor and Council will need to authorize an additional \$20 million in MICLA project funding, for a total of \$60 million for this Fiscal Year to complete the purchase.

The initial purchase of the property would be with MICLA Commercial Paper (CP) Notes. Once the property has been remediated, it would be put into long term debt and the City would be able to refund the MICLA CP. A long term debt of \$60 million would have a cost of approximately \$4.2 million over 30 years.

Currently, the 2016-17 Adopted Budget includes approximately \$234 million in MICLA project funding. Adding another \$20 million in project funding could delay other projects depending on how quickly the projects are ready for funding through MICLA CP. However, issuing another \$20 million will not cause the City to exceed its 6 percent debt limit on non-voter approved debt.

Use of Surface Area above the Easements

The Purchase and Sale Agreement states that the City would take ownership of the property subject to UP's reservation for itself of two existing easements. These are a communications easement containing the fiber optic lines of Sprint, Frontier, Qwest and MCI (collectively, Fiber Optic Companies) and a petroleum pipeline easement on the property containing an oil pipeline operated by Pacific Pipeline Systems (PPS). The Purchase and Sale Agreement provides that once the City takes ownership of the property: (i) UP will still own, maintain, and draw income from these two easements by allowing the Fiber Optic Companies and PPS to continue to operate in the subsurface area under sub-easement agreements they have with UP, and (ii) the City will have the right to use the surface area of these easements for a roadway for emergency vehicles, pedestrians and bicycles.

City staff has outreached to the Fiber Optic Companies and PPS to obtain their acknowledgement to such City surface use rights on these easements. Consent of these companies is not required to close escrow. Two Fiber Optic Companies (Sprint and Frontier) and PPS provided their consent even though it is not required to close escrow and two Fiber Optic Companies (MCI and Quest) have

not responded. City staff also obtained the verbal consent of Sprint, Frontier and PPS to the City's use of the subsurface of these two easements to remediate any contamination that may have migrated into that subsurface from railyard operations on the property.

Petroleum Administrator Report Regarding the Safety of the Pipelines on Taylor Yard G2

Attachment 3 is a report from the City's Petroleum Administrator that provides an analysis of the public health safety risks associated with the crude oil pipelines within 1500 feet of the property. The pipelines are owned by Plains All American and are operated by PPS¹⁰.

The Petroleum Administrator and the City Attorney conducted various due diligence tasks to ascertain the safety of the pipelines. These tasks included:

- discussing the pipelines with PPS staff to determine the age of the pipelines and how they were constructed;
- discussing the status of the pipelines with the Office of the State Fire Marshall (OSFM), which is the governmental agency responsible for inspection of the pipelines;
- visiting the OSFM Regional Office to review and inspect the pressure testing, internal pigging, spill reports and other records of the PPS pipelines; and
- obtaining a letter from the OSFM related to the condition of the pipeline indicating that the pipelines are in compliance with federal and state laws and regulations (see Attachment 3a).

After conducting these due diligence tasks, the Petroleum Administrator determined that the two crude oil pipelines owned by Plains All American have been tested to be safe according to state and federal laws regarding maintenance and operations. Moreover, the report indicates that the pipelines do not pose any more significant risk to public safety and health than as any other regulated crude oil pipeline within the City of Los Angeles.

The report also indicated that Plains All American was responsible for the 2015 Refugio Oil Spill off the coast of Santa Barbara and the pipeline rupture in Atwater Village in 2014. In addition, the report states that they have been cited for ten oil spills throughout the country. In each of the spill incidents Plains All American has paid for the associated clean-up costs and penalties. As indicated in the letter from the OSFM, there have been no reported spills since 2014 in Los Angeles.

Interim Uses

In October 2016, the Budget and Finance Committee requested the Mayor's LA River Team report on the plan for utilization of Taylor Yard G2, including a budgetary assessment and identification of specific revenue sources for each of the project components. BOE has prepared the attached report (Attachment 4) that discusses preliminary concepts for potential phased remediation and interim site uses. BOE's reports that the objective of the phased approach is to allow for more immediate public interim uses and revenue-generating public or leased activities of the cleaner areas of the site, as deemed safe and allowable by DTSC.

BOE explored a three phase remediation approach to the site that could be implemented over five years and the potential revenue that could be realized from interim uses on the site. The following chart is a summary of the phases:

¹⁰ There was a third pipeline that was operated by Santa Fe Pacific Pipeline (SFPP), but City Staff determined that SFPP terminated its operations in 2009.

REMEDATION PHASES – INTERIM USES

Phase	Description	Cost to Remediate	Potential Interim Uses and Revenue
Phase I	Installation of perimeter and internal fencing to prohibit access to the more contaminated areas and the usable cleaner areas that consist of 10.5 acres of the property could be remediated (i.e., installation of a vapor barrier and/or venting system, importing of clean soil, etc.)	\$14.1 million	Construction laydown areas for High Speed Rail or other nearby construction activities, City vehicle parking, storage, community events, campsite, private rentals, educational and nature programs filming etc. \$300,000 - \$400,000 annually
Phase II	Remediation of additional areas on the property (i.e., installation of a vapor barrier and/or venting system, importing of clean soil, etc.)	\$6.7 million	Additional parking, kayaking access to the river, and larger usable space for large scale events \$15,000 - \$20,000 annually (in addition to revenue from Phase I)
Phase III	Bio-remediation using native tree uptake of soil contamination	\$27.2 million	To Be Determined
TOTAL		\$48 million	\$900,000 annually

BOE reports that the any remediation approaches would first require approval from DTSC. Furthermore, BOE indicates that any specific interim use proposals will require future discretionary approval and evaluation for consistency with the LARER IFR EIS/EIR and the Addendum.

Options

Council action is now needed to determine whether the City should proceed with the acquisition of Taylor Yard G2. Below are options for Council's consideration regarding the acquisition:

Does the City want to acquire Taylor Yard G2?			
	ACTION	STEPS	ESTIMATED COSTS
Option 1	YES. If the City would like to purchase Taylor Yard G2 for the purpose of the LARER Project, then the City would be required to close escrow on or before March 1, 2017 and deposit the full purchase price of \$59.315 million of which UP would be required to deposit \$14.715 million into a remediation escrow account.	- Authorize City staff to proceed with the close of escrow and send a Buyer of Notice of Approval of Conditions to UP and the escrow agent on or before March 1, 2017. - Authorize the use of an additional \$20 million in MICLA funding for a total of up to \$60 million to be used for the purchase price. - Approve the attached IFR EIS/EIR Addendum (Attachment 1). - Authorize City staff to continue negotiations with SMMC regarding the State grant funding.	- Due Upon Closing: - Purchase Price: \$59,315,000 - Closing Costs: \$46,000 (estimate) - Total: \$59,361,000 - Near term after acquisition: - Fence: \$100,000 - Amend RAP: \$1,000,000 - Weed abatement and other maintenance: To Be Determined

Option 2	NO. The City should notify the escrow agent and UP by January 30, 2017 that it will be foregoing the purchase at this time and recover the \$100,000 deposit. UP would then be able to sell the property to another buyer.	• Authorize staff to send a Buyer Notice of Disapproval of Conditions to the escrow agent and UP on or before January 30, 2017.	• No costs; potential MICLA savings in FY 2016-17 and avoided future yet to be identified costs.
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DEBT IMPACT STATEMENT

The issuance of MICLA Bonds is a General Fund obligation. The issuance of \$60 million in taxable MICLA Commercial Paper for the purchase of Taylor Yard/G2 would cost approximately \$2 million per year. Once the property is remediated, the Commercial Paper would be refunded into long term fixed rate MICLA for a total cost of approximately \$123.9 million, which includes the borrowing amount and interest (\$63 million), assuming a 5.5 percent interest rate. During the life of the bonds, the estimated average annual debt service is \$4.2 million over 30 years. These issuances would not cause the City to exceed its non-voted debt limit of 6 percent of debt service to general revenues.

FISCAL IMPACT STATEMENT

There will be a fiscal impact to the General Fund from approval of the recommendations in this report. If the Council approved the acquisition, and authorizes the issuance of MICLA by February 28, 2017 to close escrow, the General Fund impact to repay the acquisition cost is estimated at \$4.2 million annually over 30 years. If the Council cancels escrow, then a total of \$100,000 will be returned to the Reserve Fund. There may be additional General Fund impacts in the future upon the completion of design approval by the City and Federal government of the LARER Project. The LARER Project on Taylor Yard G2 has an estimated cost of \$252.1 million with currently identified and potential funding of \$161.8 million, resulting in a funding gap of at least \$90.3 million.

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APPENDIX

Attachment 1: LARER Project IFR EIS/EIR Addendum

Attachment 1a: Addendum Appendices A - D

Attachment 2: Funding Needed by Fiscal Year

Attachment 3: Report from the Petroleum Pipeline Administrator

Attachment 3a: Letter from the Office of the State Fire Marshall

Attachment 4: BOE report dated January 5, 2017 regarding potential interim uses of G2

Los Angeles River Ecosystem Restoration Project: Acquisition of Taylor Yard G2 Parcel

Addendum to the Integrated Feasibility Report (IFR) Environmental Impact Statement/Environmental Impact Report (EIS/EIR)

State Clearinghouse Number: 2008121014



City of Los Angeles

Department of Public Works

Bureau of Engineering

Environmental Management Group

1149 South Broadway, Suite 600 Los Angeles, California 90015

January 2017

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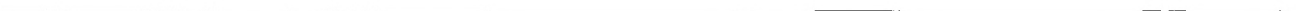


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Appendix A: Los Angeles River Ecosystem Restoration Integrated Feasibility Report EIS/EIR (2016)

Appendix B: Proposed G2 Parcel Purchase Agreement

Appendix C: Union Pacific Remedial Action Plan (RAP) (2014)

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Section 1.0 Purpose of this Addendum to the IFR EIS/EIR

The purpose of this Addendum to the previously certified Los Angeles River Ecosystem Restoration Integrated Feasibility Report (IFR) Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) (Appendix A) is to serve as the environmental review for the City's acquisition of a privately-owned property at 2070 N San Fernando Road (Taylor Yard G2 Parcel or G2 Parcel). The Los Angeles River Ecosystem Restoration Project (Project), implemented through the Recommended Plan Alternative 20, as described in the IFR EIS/EIR, intends to restore some of the River's natural floodplain and aquatic riparian habitat, and specifically at the Taylor Yard G2 Parcel location.

Section 2.0 describes the proposed action, Acquisition of the Taylor Yard G2 Parcel, which consists of the purchase and site remediation of the G2 Parcel. Site remediation may be subject to further California Environmental Quality Act (CEQA) compliance. This Addendum evaluates the proposed Acquisition of the Taylor Yard G2 Parcel, described further specifically in Section 2.2.

Potential future activities on the G2 Parcel may also include interim uses, easement agreements, and further implementation of the Project, which would all be subject to further discretionary approval and evaluation for CEQA compliance. To the extent information regarding impacts from these potential future activities is known and can be evaluated, analysis at a programmatic level is provided.

Section 3.0 summarizes the previously approved environmental document and Project. The IFR EIS/EIR sets forth, on a planning level, proposed ecosystem restoration in and along an approximately 11-mile reach of the Los Angeles River from Griffith Park to Downtown Los Angeles. The IFR EIS/EIR was prepared on a programmatic level, with some project-level analysis when available, to address the environmental impacts associated with the Project. The IFR EIS/EIR is also intended to support future discretionary actions of the City, such as the proposed Acquisition of the Taylor Yard G2 Parcel, with regard to implementation of the Project.

The Project, as more fully described in Section 3.2, has the goal of restoring a functional riparian ecosystem, making connections to local wildlife corridors, and providing compatible recreational use in key sections of an 11-mile segment of the Los Angeles River (River), while maintaining existing levels of flood risk management, which in its current state, is the River's primary function.

Specific Project elements at part of the Project's Recreation Plan identified in the IFR EIS/EIR (page 4-65) that would be constructed on the G2 Parcel to support walking, hiking, biking, bird watching, wildlife viewing and kayaking include:

- Multi-use trails
- 1 smaller bridge/crossing within Taylor Yard
- 1 paved parking lot, approximately 15,000 square feet
- 2 restrooms

- 1 pedestrian underpass at the south end of Taylor Yard
- Trail access points, which include grading and planting, signage, stairs, benches, gating, and trash receptacles to provide quality trail access
- Wildlife viewing points, which would include an elevated wood deck with railing, benches, interpretative signage, and trash receptacles

Ecological restoration Project features at the G2 Parcel, as discussed in the IFR EIS/EIR (page 4-58), in Reach 6 the Project would restore some of the River's natural floodplain and aquatic riparian habitat by creating a backwater wetland at the upstream end of the Reach, in the "Bowtie" parcel. Downstream, on the G2 Parcel, the River would be widened 300 feet to expand the soft bottom and the bank would be sloped back for a length of approximately 1000 feet. Aquatic riverine habitats including freshwater marsh would dominate the new river bed. The banks of the River, upstream of the Bowtie backwater wetland and downstream of the G2 Parcel on the left bank and the entirety of the right bank, would be restructured to support overhanging vines and other vegetation.

Section 4.0 describes the potential environmental impacts associated with the Project and with the proposed action, Acquisition of the Taylor Yard G2 Parcel, and finds that no new significant environmental impacts will result.

CEQA, Public Resources Code Section 21094(b) states that a later project may tier off a prior EIR that has been certified for a program or plan if the subsequent activity is: "(1) Consistent with the program, plan, policy, or ordinance for which an environmental impact report has been prepared and certified. (2) Consistent with applicable local land use plans and zoning of the city, county, or city and county in which the later project would be located. (3) Not subject to Section 21166."

CEQA Guidelines Section 15164(a), which implements Public Resources Code Section 21166, states: "The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred."

Section 15162 calls for the preparation of a subsequent EIR when any of the following have occurred:

- Substantial changes are proposed in the project which will require major revisions of the previous EIR;
- Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR; or
- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, such as:
 - One or more significant effects was not discussed in the previous EIR;
 - Significant effects previously examined will be substantially more severe;
 - Mitigation measures or alternatives previously found not to be feasible would in fact be

- feasible and would substantially reduce one or more significant effects of the project; or
- Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects.

Accordingly, EIRs prepared on a programmatic level, such as the IFR EIS/EIR, analyze broad environmental effects of the program, while future discretionary actions and site-specific environmental review will be required. As set forth more fully in Sections 3.3 and 4.0, Acquisition of the Taylor Yard G2 Parcel is consistent with the Project, and within the project description and scope of the environmental analysis included in the IFR EIS/EIR. The analysis in this Addendum compares and contrasts Acquisition of the Taylor Yard G2 Parcel with the assumptions and analysis in the IFR EIS/EIR. As set forth in the Addendum, Acquisition of the Taylor Yard G2 Parcel would not create or result in new, different, or substantially increased environmental impacts than those evaluated in the IFR EIS/EIR.

Section 2.0 **Proposed Action: Acquisition of Taylor Yard G2 Parcel**

The proposed action, Acquisition of the Taylor Yard G2 Parcel, consists of the purchase and site remediation of the G2 Parcel. Site remediation may be subject to further CEQA compliance. This Addendum evaluates the proposed Acquisition of the Taylor Yard G2 Parcel, described further in this section.

G2 Parcel Location and Background

The Project includes the G2 Parcel, which is located at 2070 North San Fernando Road in the community of Cypress Park in the City of Los Angeles (see Figure 1), approximately three miles north of Downtown Los Angeles. This approximately 41.5-acre parcel of land is part of the former Taylor Yard railroad complex. The 41.5 acres consists of 40.5 acres of open space and 1.0 acre of an improved private access road. The G2 Parcel is currently owned by Union Pacific Railroad (UP) and has been owned by UP since at least the early 1900s.

The approximately 247-acre Taylor Yard railroad complex, which includes the G2 Parcel, and surrounding properties to the north, northeast, east, and southeast, was originally divided into ten parcels: A, B, C, D, E, F, G, H, I, and J. Following the closure of the railroad yard, many of the parcels have been developed for industrial, residential, educational, and open space uses. As shown on Figure 1, the parcels contiguous to Parcel G2 include G1 (Bowtie parcel), F, E, D, and C. The G2 Parcel is bounded by the Los Angeles River to the north and southwest, the Sonia Sotomayor Learning Academies to the northeast, a FedEx shipping center to the east, and the Río de Los Angeles State Park to the southeast. Active Metrolink rail tracks are located along the G2 Parcel directly to the east. The G2 Parcel is located approximately 0.8 mile south of the State Route 2 (SR 2; Glendale Freeway) and approximately 0.3 mile east of the I-5. The G2 Parcel (API 147A215 1053) is located within the Northeast Los Angeles Community Plan and Council District 1 areas of the City of Los Angeles.

The Taylor Yard railroad complex was originally developed in the 1930s and hosted train maintenance and fueling operations. Former Site facilities include a diesel shop, a machine shop, a roundhouse, two turntables, underground and above-ground storage tanks, a service track area, and miscellaneous buildings. In 2009, all above-ground structures remaining on the Site, except for certain existing concrete slabs, footings, and foundations, were demolished. A stormwater collection system and associated industrial wastewater treatment plant were in operation on-site, until decommissioning in 2011.

In 2013, the City was presented with the opportunity to purchase the G2 Parcel. Negotiations between the City and UP have completed and the City is currently in escrow to purchase the land. However, closing on the escrow has been conditioned on the City's approval of CEQA compliance.

Figure 1: The Taylor Yard Complex



The parcel is zoned M2-1-CDO (Light Industrial), M3-1- CDO (Heavy Industrial), and [Q]PF-1-CDO (Public Facilities) for the Cypress Park & Glassell Park Community Design Overlay (CDO).¹ Land uses in the vicinity of the G2 Parcel are highly urbanized. Current land use in the area is dominated by residential housing, light and heavy industrial use, manufacturing, and public lands.

The California Geological Survey's Seismic Hazard Zonation Program Map indicates that the G2 Parcel is not within an Alquist-Priolo Earthquake Fault Zone. The nearest active fault to the G2 Parcel is the Raymond Fault which is located 1.3 miles north of the site.² No active faults are known to cross the G2 Parcel. The Site is located within a potential liquefaction zone.³

Since 1985, a number of soil, soil gas, and groundwater investigations have been conducted on the G2 Parcel and have identified chemicals in the soil, including petroleum hydrocarbon, arsenic and lead. The G2 Parcel was evaluated for site remediation under the guidance of the DTSC, and a Remedial Action Plan (RAP) for clean-up to industrial use standards was approved on February 14, 2014.

2.1 Current Proposed Action

The proposed action, Acquisition of the Taylor Yard G2 Parcel, consists of the purchase and site remediation of the G2 Parcel. If approved, the City would purchase the G2 Parcel from UP and likely implement a phased site remediation strategy for existing contamination that would 1) satisfy the requirements of the proposed Purchase Agreement with UP [Appendix B]; 2) meet the approval of the California Department of Toxic Substances Control (DTSC), which currently has a 2014 Remedial Action Plan (RAP) in place with UP [Appendix C]; and 3) reach agreement with DTSC regarding site clean-up levels for recreational and ecological use to implement the Project at the G2 Parcel as described the certified IFR EIS/EIR.

Proposed Purchase Agreement Requirements

Under the proposed Purchase Agreement with UP, the City would be required to perform site remediation and related demolition activities to address existing surface and subsurface structures at the G2 Parcel. In addition, as outlined in Exhibit C, Grant Deed, fencing and some maintenance activities, such as weed abatement will be required upon purchase of the property.

Site Remediation

As discussed in Section 3.1.3 Environmental Obligations of the proposed Purchase Agreement, upon closing the City is required to remediate the soil and groundwater at the G2 Parcel, consistent with the 2014 RAP UP has in place with DTSC. The City must also perform demolition and disposal of remaining foundation slabs, storage tanks, vaults and other surface or subsurface structures on the Property. This work includes off-site hauling and disposal of all concrete and asphalt, and stormwater infrastructure, if necessary,

¹ City of Los Angeles Department of City Planning, ZIMAS. Website: <http://zimas.lacity.org/>, accessed June 2016.

² U.S. Geological Survey, Faults of the Los Angeles Area. Website: http://earthquake.usgs.gov/regional/sca/la_faults.pdf, accessed June 2016.

³ California Division of Mines and Geology Seismic Hazards Zones Map Los Angeles Quadrangle. Website: http://gmw.consrv.ca.gov/shmp/download/quad/LOS_ANGELES/maps/ozn_la.pdf, accessed June 2016.

including preparation of plans as required by regulatory agencies, and implementation of necessary measures during demolition-related work, and any other environmental requirements concerning the Property, all in accordance with applicable laws and regulations.

Upon closing of escrow, the City would assume all of UP's obligations under the 2014 RAP, and as permitted by DTSC, enter into the City's own voluntary cleanup agreement with DTSC for the remediation of the G2 Parcel. The BOE estimates that it may take one year to amend the RAP at an estimated cost of \$1 million.

Both UP and the City acknowledge that the City may obtain a no further action letter (also known as a remediation certification) after remediating the Property in phases, subject to approval by DTSC.

To facilitate the City's completion of the Environmental Obligations outlined in the proposed Purchase Agreement and assure UP of the City's adequate performance of these Environmental Obligations, at the closing of escrow UP shall deposit approximately \$14.715 million (the anticipated cost of remediation to industrial standards based on City estimates) from UP's proceeds into a Remediation Escrow Account. Those funds shall be held and distributed in connection with the City's completion of certain work to remediate the Property, pursuant to the Remediation Escrow Agreement (Exhibit F of the Purchase Agreement).

Fencing and Maintenance Activities

As part of the proposed Purchase Agreement, no later than one year after delivery of the deed, the City will be required to install fencing to prevent encroachment on the Metrolink Tail Track Easement Area at the southern boundary of the G2 Parcel and the railroad right-of-way adjacent to the easterly boundary of the G2 Parcel (Purchase Agreement Exhibit C, Grant Deed, Section (a) Fence Covenant). The tail track is used by Metrolink when it needs to clear rail cars off its tracks. The fencing shall be a minimum six foot chain link or similar type fence acceptable to UP. The City estimates the fencing to cost approximately \$100,000. Weed abatement and related site maintenance activities are anticipated once the City purchases the G2 Parcel.

DTSC Remedial Action Plan

The Taylor Yard G2 Parcel was identified by the DTSC as a State Response Cleanup Site in 1980. Several site investigations were performed from 1984-2013 to determine the extent of contamination. A RAP to remediate the site to industrial standards set forth by the California Human Health Screening Levels for commercial/Industrial Use (CHHSLs) was approved by DTSC in 2014. Some steps of the remediation processes include but are not limited to engineering caps over contaminated areas, vapor barrier(s), and sub-slab venting system(s), passive soil bioventing, free-product removal, and monitoring and reporting.

The City met with DTSC representatives in November 2016 to discuss the City's potential acquisition of the G2 Parcel. If approved, upon acquisition of the G2 Parcel, the City would initiate work with DTSC to revise or replace the 2014 RAP. The City has informally consulted with DTSC staff and has been advised that a phased remediation approach is a possibility. The City's phased remediation would be performed such that public access and recreational use of the G2 Parcel would be safe and allowable.

As identified in the 2014 RAP prepared by CDM and existing environmental data, elevated levels of contamination exist in roughly three concentrated areas within the G2 Parcel. These areas are separated by areas thought to have lower levels of contamination based on industrial standards. However, when

considering recreational and/or ecological uses, these areas should be considered potentially contaminated and will require further site characterization. In general, as the 2014 RAP contemplated future industrial use of the site, further remediation will be required to prepare the G2 Parcel for recreational and ecological uses. In addition, DTSC will prepare a CEQA document to analyze the potential environmental impacts of the City's site remediation approach as described in a new or revised RAP.

Pursuant to CEQA, DTSC as the lead agency will prepare an initial study (IS) of the potential environmental impacts associated with the implementation of the selected alternative in the future RAP. The DTSC will coordinate public review and input on the RAP, IS, and associated supporting CEQA documents including notice of determination (NOD) and negative declaration (ND) or mitigated negative declaration (MND), as appropriate. Once the public comment period is completed, DTSC will review and respond to the comments received. The RAP will be revised, as necessary, to address the comments received. If significant changes to the RAP are required, the RAP will be revised and resubmitted for public review and comment. If significant changes are not required to the RAP, the RAP will be modified and DTSC will approve the modified RAP for implementation. A summary of the comments received and how they were addressed, along with the final CEQA documents, including the IS, NOD, and ND or MND will be included in the final RAP as appendices.

2.2 Potential Future Activities

To implement the Project at the G2 Parcel as described in the IFR EIS/EIR, many future design and funding milestones must be met by both the United States Army Corps of Engineers (USACE) and the City. These steps include preparation and execution of a Project Agreement between the City and USACE, project budget approval, identification of additional remediation funds, solicitation and execution of contracts with engineering and design consultants, completion of preliminary engineering and project design for the G2 Parcel, issuance of engineering permits and approval of construction contracts, among other things.

Potential Interim Uses at G2 Parcel

In the interim, the City is contemplating preparing the G2 Parcel for revenue-generating public or leased uses, subject to approval by DTSC. Specific interim use proposals will require future discretionary approval and evaluation for consistency with the certified IFR EIS/EIR and this Addendum for compliance with CEQA. Because of the uncertainty of the nature and scope of these interim uses, potential environmental impacts will be evaluated when more detailed information is known.

Regarding interim uses and site remediation strategies, interim site uses at the G2 Parcel could be configured to avoid contaminated areas when possible, utilizing a combination of strategies such as selective pathways and elevated walkway site improvements. Bio-remediation (i.e. natural air venting, plant uptake of soil contamination, etc.) will be considered as a potential remediation method. Phased site remediation and use would be done in consultation with DTSC and subject to the DTSC's approval of either a new or revised RAP.

Easement Agreements on the G2 Parcel

The City is pursuing grant and other funding opportunities to implement the Project at the G2 Parcel, including sale of an easement agreement on the G2 Parcel to the Santa Monica Mountains Conservancy (SMMC). The easement would be located near the River-edge portion of the G2 Parcel. Uses associated with the proposed easement are anticipated to be consistent with the uses described in the certified IFR EIS/EIR, which include passive recreation, such as walking, hiking, biking, and wildlife viewing. Once details of the SMMC easement agreement are finalized, any proposed site improvements and activities will require future discretionary approval and be evaluated then for CEQA compliance.

Section 3.0 Previous Environmental Review and Project

3.1 Previous Environmental Review: IFR EIS/EIR

The IFR EIS/EIR (State Clearinghouse Number 2008121014) for the Project is a joint environmental document prepared by the USACE and City to satisfy the requirements of the National Environmental Policy Act (NEPA) and CEQA. The IFR EIS/EIR is the result of a long process of project definition and analysis that identified characteristics of the Project and its alternatives, analyzed the environmental impacts, stated beneficial effects, and presented feasible mitigation measures. Please see Section 5.12.1 and Table 5.1 in the IFR EIS/EIR for a discussion and summary of the Project's environmental impacts and benefits.

The USACE and City released a joint Notice of Preparation/Notice of Intent to prepare an EIS/EIR for the Project in November 2008. A public scoping meeting was held in December 2008. The Draft IFR EIS/EIR was released for public review and comment from September 20 through November 18, 2013. The Draft IFR EIS/EIR was posted online and hard copies of the document and CD's were placed at more than eight libraries and agency offices. A public hearing was held the evening of October 17, 2013 in the Atrium of the Los Angeles River Center and Gardens, located adjacent to the Project's study area at 570 West 7th Avenue, Los Angeles, CA 90065. Over 230 people attended the meeting, and over 500 individuals, agencies, elected officials and non-governmental organizations submitted comments on the Draft IFR EIS/EIR.

Meetings and events were held by others during the public review period, including:

- Community LA River Rally in Support of Alternative 20: September 28, 2013;
- LA River Revitalization Corporation's "Let's Talk River" Event: October 20, 2013;

In addition, the City and USACE visited Washington, D.C. for LA River Day on Capitol Hill to discuss the LA River Study and overall status October 28-29, 2013.

Based on the comments received, a Final IFR EIS/EIR was prepared which included the complete Draft IFR/EIR, an Executive Summary, and responses to all written and verbal comments received during the public review period.

The IFR EIS/EIR found that the Recommended Plan Alternative 20 and all alternatives (except the No Project Alternative) have unavoidable significant environmental impacts on Land Use; the Recommended Plan Alternative 20 and all alternatives (except the No Project Alternative and Alternative 13v) also have unavoidable significant impacts related to Air Quality during the construction period.

The USACE has not yet issued a Record of Decision (ROD) for the Environmental Impact Statement (EIS), however, on December 18, 2015, the Chief of Engineers at USACE signed a report on the Project that has been submitted to Congress for authorization and appropriation. The US Congress approved the report and appropriated the funds to proceed with preconstruction engineering and design (PED).

The City certified the Final EIR for the Project, adopted the Findings of Fact and Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program (MMRP), and approved the

Recommended Plan Alternative 20 on June 29, 2016 (Council File No. 14-1158-S2). The Notice of Determination (NOD) was filed on July 1, 2016.

3.2 Overview of Los Angeles River Ecosystem Restoration Project, Alternative 20

The Project has the goal of transforming the Los Angeles River (River), which currently functions as flood control infrastructure, into a functional riparian ecosystem that is connected to local wildlife corridors and available to the public for recreational use while still maintaining existing levels of flood risk management.

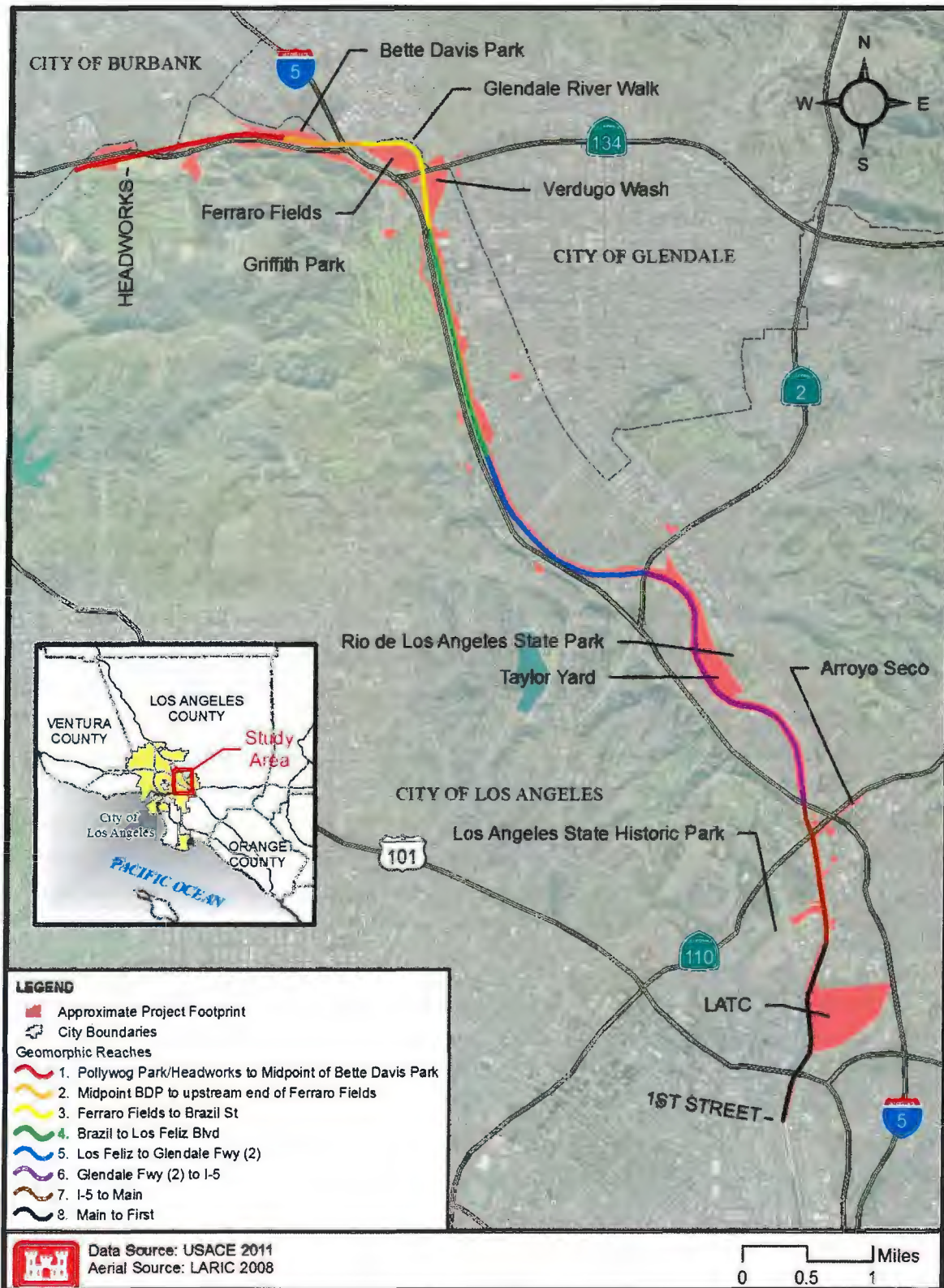
The approximately 51-mile long River flows from its origin in the San Fernando Valley region of the City of Los Angeles into the Pacific Ocean at Long Beach. It has an approximately 870 square-mile watershed and once anchored a vast system of riparian foothill, riverine and freshwater marsh habitat that carried seasonal rains and subterranean flows across the coastal plain to the Pacific Ocean. Over the last 150 years, a cycle of increasing urban development in the floodplain, flooding, and channelization has diminished aquatic and riparian habitat, reduced plant and wildlife diversity, and disconnected the River from its historic floodplain and nearby significant ecological zones.

The USACE, City and the Los Angeles County have jurisdiction over the River. In 2006, USACE and the City commenced an Integrated Feasibility Report (IFR) for the Los Angeles River Ecosystem Restoration Study that focused on restoring natural riparian ecosystem values along an 11-mile 'natural bottomed' portion of the River, including numerous parcels fronting the River.

In support of the feasibility study, in 2007 the Los Angeles City Council adopted the Los Angeles River Revitalization Master Plan (LARRMP) (C.F. 07-1342), which includes restoration of a functional riparian ecosystem as one its key recommendations. The LARRMP applies to the first 32 miles of the Los Angeles River and encompasses the portion of the River that flows through the City and along the cities of Burbank and Glendale. This area includes the approximately 11-mile stretch of the River (Figure 2), known as the ARBOR reach, that comprises the study area for the Project, from Griffith Park to downtown Los Angeles. The LARRMP proposes ecosystem restoration with natural open spaces, wildlife habitat areas, recreational facilities and more than 240 projects connecting to five key "opportunity areas": Canoga Park, River Glen, Taylor Yard, Cornfields/Chinatown, and Downtown Industrial.

The IFR EIS/EIR incorporates LARRMP's objectives, details measures to implement such objectives and analyzes the environmental impacts of the Project. The restoration measures will substantially increase valley foothill riparian strand and freshwater marsh habitat, reestablish connectivity between the River and its historic floodplain, and restore habitat connections to significant habitat areas of the Santa Monica, Verdugo and San Gabriel Mountains.

Figure 2: Los Angeles River Ecosystem Restoration Project



3.2.1 Project Purpose

The River is the 51-mile-long backbone of an 870-square-mile watershed. It once anchored a vast system of riparian foothill, riverine, and freshwater marsh habitat that carried seasonal rains and subterranean flows across the coastal plain to the Pacific Ocean. Over time, the River has been degraded by a cycle of increasing urban development in the floodplain, flooding, and channelization, which have diminished aquatic and riparian habitat, reduced plant and wildlife diversity, and disconnected the River from its historic floodplain and nearby significant ecological zones.

The Project has the overall purpose of partially restoring natural habitats along the ARBOR reach and involves ecosystem restoration in and along the river channel, from Griffith Park to downtown Los Angeles. The Project, which is targeted to be implemented within an overall span of 15 years, intends to reestablish riparian strand, freshwater marshes, and aquatic habitat communities while reconnecting the River to its major tributaries, to its historic floodplain, and to the significant ecological areas of the Santa Monica and San Gabriel Mountains and the Verdugo and Elysian Hills. At the same time, the Project intends to establish recreational opportunities consistent with the restored ecosystem while maintaining existing levels of flood risk management.

Overall, the Project has the following objectives:

1. ***Restore valley foothill riparian wildlife habitat types, aquatic freshwater marsh communities, and native fish habitat***, including restoration of supporting ecological processes and biological diversity, and a more natural hydrologic and hydraulic regime that reconnects the River to historic floodplains and tributaries, reduces velocities, increases infiltration, and improves natural sediment processes.

Sub-objectives for Objective 1 are:

- a) Restore and support ecological processes (i.e., biogeochemical processes, nutrient cycling).
- b) Increase biological diversity.
- c) Restore a more natural hydrologic and hydraulic regime with reconnections to floodplains and tributaries, areas of reduced velocities, increased infiltration, and improved natural sediment processes.

2. ***Increase Habitat Connectivity*** between the River and the historic floodplain, and increase nodal habitat connectivity for wildlife between restored habitat patches and nearby significant ecological zones such as the Santa Monica Mountains, Verdugo Hills, Elysian Hills, and San Gabriel Mountains within the ARBOR reach throughout the next 50 years.

Sub-objectives for Objective 2 are:

- a) Increase habitat connectivity to floodplains to reduce fragmentation of the river ecosystem.
- b) Increase nodal habitat connectivity locally within the river ecosystem and regionally to nearby significant ecological zones such as the Santa Monica Mountains, Verdugo Hills, Elysian Hills, and San Gabriel Mountains within the ARBOR reach throughout the period of analysis to address patterns of habitat fragmentation, restore habitat corridors and remove barriers to wildlife movement.

- 3. Increase passive recreation that is compatible with the restored environment** in the ARBOR reach through the next 50 years. Recreation features at and ecosystem restoration project are permissible if they are compatible with the restoration and economically justified.

Sub-objectives for Objective 3 are:

- a) Provide connections to existing recreation infrastructure.
- b) Increase environmental education opportunities.
- c) Increase trail system to coincide with restored area.

3.2.1 Main Features of the Project, Alternative 20

The Project is the result of an extensive collaboration between the USACE and the City. It is the product of a systematic process of evaluating the River's existing conditions and their associated problems and opportunities, then identifying objectives to help solve the problems and selecting measures for realizing those opportunities. Throughout this process, public involvement has been an essential and invaluable ingredient.

For planning purposes, the Project area was segmented into eight (8) reaches. The Project team, with the participation of all the agencies involved and interested stakeholders, formulated twenty (20) alternatives that maximize the objectives of the Project and considered opportunities and constraints in the area. Key issues encountered in developing the alternatives were the high costs of real estate, the presence of sites contaminated with hazardous substances, levee policies that restrict planting on levees, and flood risk. Each alternative for each reach was evaluated for cost effectiveness. The Project team selected six alternatives (Alternatives 10, 13, 13v, 16, 20, and the No Project Alternative) that were evaluated in detail in the Final IFR EIS/EIR to assess which would best achieve the project objectives.

The selected alternative, Alternative 20 or Riparian Integration via Varied Ecological Reintroduction (RIVER), includes a network of trails, parks, natural open spaces, wildlife habitat areas and recreational facilities. Specifically, Alternative 20 includes restoration of 719 acres, provide 6,782 habitat units (HU)⁴ of restoration benefits and daylight 13 streams (Figure 2). For each Reach, Alternative 20 of the Project would do the following:

For Reach 1, the Project includes restoration of the overbanks to form riparian corridors on both sides of the channel, with connections to the Santa Monica Mountains and to the Pollywog Area of Griffith Park, which will be restored to a riparian area. It entails irrigation and water harvesting features to sustain plants, but no substantial channel modifications.

In Reach 2, the Project includes development of riparian habitat corridors along the overbanks, the removal of invasive plants; the restoration of riparian habitat in the Bette Davis Park area of Griffith Park and of the area between Zoo Drive and SR-134, and a modification of the north bank to create additional soft bottom width in the riverbed.

⁴ A habitat unit (HU) is a measure of restoration benefits and HUs express value and benefits of restored habitat.

In Reach 3, the restoration of the Verdugo Wash confluence is the most relevant feature. The channel mouth would be widened and the south bank would be sloped to the existing overbank elevation. Riparian habitat will be planted along the overbank of the widened Verdugo Wash. Levee protection would be tied in to the bank, and other levee protection will remain. The Project also includes a side channel and a daylighted stream. The side channel would be established on the right bank at Ferraro Fields, with water diverted from the River to support a riparian fringe. A stream that is currently confined in a large culvert just downstream of Ferraro Fields in the Zoo Drive Area would be daylighted to create a riparian fringe and a freshwater marsh.

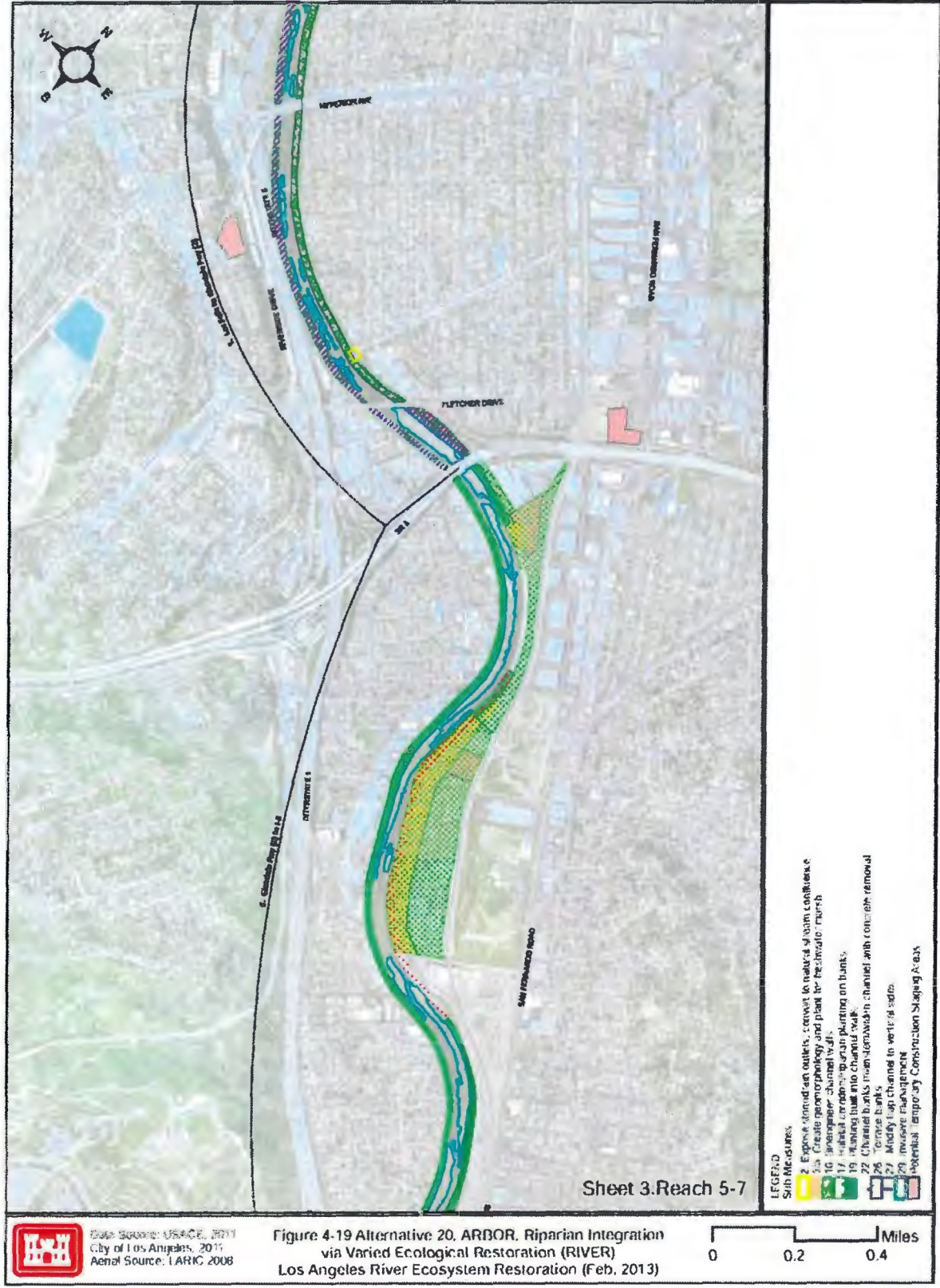
In Reach 4, the Project would entail daylighting streams and building a side channel. A riparian corridor would be added on the left bank of the River and two new side channels would be established: one along Griffith Park's Harding Golf course and one connecting Los Feliz Golf course to the River. Wetland habitat would be restored in eight daylighted storm drain streams, as well as in the side channels. A riparian fringe of trees and marsh vegetation would line the new side channels. The daylighted streams would be planted with riparian vegetation and allow to form freshwater marshlands at the confluences with the River.

In Reach 5, the right bank of the River would be modified from trapezoidal to vertical, to increase the soft bottom riverbed by more than 100 feet. The top of the bank would be notched and planted with overhanging vines. The left bank would be modified with terraces planted with herbaceous vegetation and necessary erosion measures, consisting of concrete lined beds. The inland bank would be planted with riparian vegetation. At the downstream end of this reach, the River would also be widened on the left bank and appropriate erosion control measures would be put in place.

Reach 6 includes the G2 Parcel of the Taylor Yard complex (see Figure 3, a reprint of Figure 4-19 in the IFR EIS/EIR). In this Reach, the Project intends to restore some of the River's natural floodplain and aquatic riparian habitat. Project elements would include the creation of a backwater wetland at the upstream end of the reach, in the "Bowtie" parcel. Downstream, on the G2 Parcel, the River would be widened to expand the soft bottom and the bank would be sloped back. Aquatic riverine habitats including freshwater marsh would dominate the new river bed. The banks of the River, upstream of the Bowtie backwater wetland and downstream of the G2 Parcel on the left bank and the entirety of the right bank, would be restructured to support overhanging vines and other vegetation.

Reach 7 includes restoration of the Arroyo Seco tributary confluence, marsh restoration and terracing. The riverbed of the Arroyo Seco would be softened by removing concrete for approximately one half mile upstream and by planting riparian vegetation on its banks, while it would be stabilized with erosion control elements. At the confluence, on the upstream edge of the River, a backwater riparian wetland and marsh would be established. Within the River channel itself, the banks would be restructured to support vegetation. The existing railroad would be put on a trestle and the right bank would be terraced and planted to reconnect the River to the Los Angeles Historic Park. Approximately 10 acres of wetland would be restored within the Park and would gradually slope down to connect to the terraced bank. Three existing storm drains would be daylighted.

Figure 3: Alternative 20, Reaches 5 to 7



Reach 8 would be modified with terracing on the right bank upstream of Union Pacific LA Trailer and Container Intermodal Facility (LATC) and on the left bank downstream of LATC. This terracing would be planted with riparian vegetation. The riverbed would be changed from concrete-lined to soft bottom to support aquatic habitat and will be widened. A freshwater marsh would be established on the LATC site. The marsh would extend into the LATC site by 500 feet, with the riparian area extending another 1,000 feet into the LATC site, gradually sloping up to existing bank elevations. An historical wash bordered by a riparian fringe would be restored through the LATC site as well as other side channels. Freshwater flows would be diverted from the River into the re-established marsh to create a large wetland area. A railroad bridge would be included with this alternative to allow flows from the River to exchange with the restored marshland areas in the LATC.

3.3 Acquisition of Taylor Yard G2 Parcel Consistency with Project and IFR EIS/EIR

The Project and IFR EIS/EIR identify the G2 Parcel as a cornerstone to implementation of the approved Alternative 20. Acquisition of the G2 Parcel is consistent with the Project and IFR EIS/EIR, as well as with the applicable local land use plans and zoning.

The City is expected to acquire all lands required for the Project. As discussed on Page 7-29 of the IFR EIS/EIR regarding Hazardous, Toxic, and Radioactive Waste (HTRW) issues:

“As described in this report and Appendix K HTRW Survey Report, there are known and suspected contaminated sites within the study area that cannot be avoided by the project. These include the San Fernando Valley Superfund Site, and Taylor Yard G1 and G2 parcels, and LATC...

Per ER 1105-2-100 and 27 ER 1165-2-132, if sites cannot be avoided, studies or investigations undertaken by the sponsor may be cost shared, but the non-Federal sponsor has responsibility at 100 percent non-project cost for undertaking or ensuring remediation of any HTRW, both known and unknown, to provide sites compatible with the land use necessary for the restoration project. The City would undertake all appropriate inquiries prior to land acquisition and would adequately investigate City-owned lands. The City is responsible for ensuring that all lands provided for the project are remediated to the standards required for the ecosystem restoration project as determined by the local regulator and with input from USACE. The City must undertake the remediation or ensure the remediation is undertaken prior to providing such lands for construction of project features. Prior to providing a parcel for project construction, the City must ensure that it is either shown to be free of contamination through adequate site investigation or that it has been remediated to regulator and USACE satisfaction to the standards required for the ecosystem restoration project.”

Further on page 5-143, Approach to HTRW Impacted Soil, the IFR EIS/EIR states,

“At this time, those areas with HTRW impacted soil to be addressed by the sponsor are anticipated to be the Taylor Yard G1 and G2 sites and the LATC. The methodologies utilized to remediate HTRW impacted soils, regardless of the nature and extent of contamination must be compatible with the planned ecosystem restoration features and must be protective of human health and the environment. To preclude the adverse

impact of contaminated soil leaching downward and further contaminating the shallow groundwater system, contaminated soil would be removed from areas that are planned as wetlands, areas that will be irrigated and areas that will be subject to erosion and infiltration of surface water runoff. Within areas where contaminated soil is remediated by removal and off-site disposal, the resulting excavations would not be filled with clean soil beyond the level of the planned ecosystem restoration grades. The sponsor must complete remediation that is acceptable to the environmental regulatory agencies and appropriate for the land use for the project selected prior to restoration project construction at those sites.”

The proposed Acquisition of the G2 Parcel action is consistent with and is required to implement the Project on the G2 Parcel as described in the IFR EIS/EIR. Reach 6 includes the G2 Parcel of the Taylor Yard complex, a cornerstone site for restoration of the River. In this Reach, as described on page 4-57 of the IFR EIS/EIR, the Project intends to restore some of the River’s natural floodplain and aquatic riparian habitat. The Project would include the creation of a backwater wetland at the upstream end of the reach, in the “Bowtie” parcel. Downstream, on the G2 Parcel, the River would be widened to expand the soft bottom and the bank would be sloped back. Aquatic riverine habitats including freshwater marsh would dominate the new river bed. The banks of the River, upstream of the Bowtie backwater wetland and downstream of the G2 Parcel on the left bank and the entirety of the right bank, would be restructured to support overhanging vines and other vegetation.

Regarding land use, the G2 Parcel is zoned M2-1-CDO (Light Industrial), M3-1- CDO (Heavy Industrial), and [Q]PF-1-CDO (Public Facilities) for the Cypress Park & Glassell Park Community Design Overlay (CDO).⁵ Land uses in the vicinity of the G2 Parcel are highly urbanized. Current land use in the area is dominated by residential housing, light and heavy industrial use, manufacturing, and public lands. Acquisition of the G2 Parcel would not conflict with land use plans and zoning.

Section 4.0 Potential Environmental Impacts

4.1 Introduction

The analysis below addresses each of the environmental impacts related to the Project analyzed in the certified IFR EIS/EIR and focuses on potential changes to these impacts resulting due to the proposed Acquisition of the G2 Parcel. For each environmental resource area, a summary of the findings of the certified IFR EIS/EIR are presented and then the potential physical effects of the proposed Acquisition of the G2 Parcel are discussed. As discussed in Section 2.0, the proposed Acquisition of the G2 Parcel includes purchase, site remediation and demolition activities, fencing and site maintenance.

The G2 Parcel is identified in the IFR EIS/EIR as key to implementation of Alternative 20. As previously discussed, the following Project elements would be constructed on the G2 Parcel under Alternative 20:

- Multi-use trails
- 1 smaller bridge/crossing within Taylor Yard
- 1 paved parking lot, approximately 15,000 square feet
- 2 restrooms
- 1 pedestrian underpass at the south end of Taylor Yard
- Trail access points, which include grading and planting, signage, stairs, benches, gating, and trash receptacles to provide quality trail access
- Wildlife viewing points, which would include an elevated wood deck with railing, benches, interpretative signage, and trash receptacles

Ecological restoration Project features at the G2 Parcel, as discussed in the IFR EIS/EIR (page 4-58), in Reach 6 the Project would restore some of the River's natural floodplain and aquatic riparian habitat by creating a backwater wetland at the upstream end of the Reach, in the "Bowtie" parcel. Downstream, on the G2 Parcel, the River would be widened 300 feet to expand the soft bottom and the bank would be sloped back for a length of approximately 1000 feet. Aquatic riverine habitats including freshwater marsh would dominate the new river bed. The banks of the River, upstream of the Bowtie backwater wetland and downstream of the G2 Parcel on the left bank and the entirety of the right bank, would be restructured to support overhanging vines and other vegetation.

Project activities during operations occurring on the G2 Parcel that were evaluated in the IFR EIS/EIR include hiking, biking, wildlife viewing, and kayaking. Approved mitigation measures that shall be implemented at the G2 Parcel are provided.

Potential future activities that could occur prior to implementation of the Project include phased remediation activities, potential phased use of the vacant G2 Parcel, and potential interim uses and site improvements, including those associated with easement agreements or other grant funding sources. These

⁵ City of Los Angeles Department of City Planning, ZIMAS. Website: <http://zimas.lacity.org/>, accessed June 2016.

proposed actions are generally not analyzed in this Addendum because of the uncertainty of the nature and scope of the potential future activities. As previously discussed, potential impacts related to future site remediation activities will also be addressed through the DTSC's CEQA process.

4.2 Geology, Seismicity, Soils and Minerals

According to the IFR EIS/EIR (see Section 5.1 of the IFR EIS/EIR), impacts to soils would be less than significant with implementation of best management practices (BMP) and mitigation measures GEO 1 – GEO 13. Restoration measures included in the Project would not alter or modify distinct topographic or geologic landforms on the G2 Parcel and would not interfere with seismic activities, as construction and operations would be designed to comply with the existing code. During the Project, terracing of channel banks would result in slight changes in topography, but these changes would occur within the already modified topography of the River channel. Soil erosion would be temporary during construction. Operational impacts from the Project ecological and recreational uses, as described above, on the local topography, soils and geology, with implementation of approved BMPs and mitigation measures would be less than significant.

4.2.1 Acquisition of Taylor Yard G2 Parcel

Acquisition of the G2 Parcel would not result in any substantial physical changes to the environment or change the method of construction assumed in the geology, seismicity soils and minerals analysis within the previously certified IFR EIS/EIR. Therefore, no new significant impacts would occur.

The California Department of Conservation, California Geological Survey's Seismic Hazard Zonation Program Map indicates that the parcel is not within an Alquist-Priolo Earthquake Fault Zone and that no active faults are known to cross it. Existing risk factors are related to the potential for soil erosion during construction and maintenance operations, to the site location within a liquefaction⁶ zone and to its proximity to the Los Angeles River. According to the IFR EIS/EIR, restrooms and other structures associated with the Project would be designed and constructed in compliance with the latest version of the City of Los Angeles Building Code and other applicable federal, state, and local codes to prevent erosion and to protect from liquefaction. Compliance with existing regulations would ensure impacts related to geology and soils are less than significant.

As such, the Acquisition of the G2 Parcel would not result in any new or substantially different impacts to geological resources. With implementation of the existing BMPs and mitigation measures, impacts related to geology and soils from the Project and Acquisition of the G2 Parcel as described in this Addendum would be less than significant.

4.2.2 Mitigation Measures

⁶ Liquefaction occurs when water saturated sediments are subjected to extended periods of shaking. Pressure increases in the soil pores temporarily and alters the soil state from solid to liquid. Liquefied sediments lose strength, in turn causing the failure of adjacent infrastructure, including bridges and buildings.

The following mitigation measures are included in the certified EIR/EIS. All of the mitigation measures apply and will be implemented during Project construction activities and operations where applicable. No revisions to the mitigation measures are required.

GEO 1: Minimizing the extent of areas to be cleared, graded, or recontoured,

GEO 2: Erecting construction fencing in all areas that require clearing, grading, revegetation, or recontouring,

GEO 3: Conducting all construction work in accordance with site-specific construction plans that minimize the potential for sediment to enter the stream,

GEO 4: Applying mulch or chemical stabilizers to disturbed areas as needed, and/or using a water truck to reduce fugitive dust,

GEO 5: Stabilizing and reseeding disturbed areas with native grasses after construction is complete,

GEO 6: Installing silt fences to prevent silt and sediment from entering the River channel,

GEO 7: Grading spoil sites to minimize surface erosion and prevent sediment from entering water courses or the stream channel to the maximum extent feasible,

GEO 8: Designing and implementing a dewatering plan to avoid operating equipment in flowing water by using temporary cofferdams or some other suitable diversion to divert channel flow around the channel and bank construction area, and

GEO 9: Limiting certain aspects of in-channel construction to the low-flow period between April 15 and October 31 (non-flood season) to minimize soil erosion.

GEO 10: Soils and all materials used for backfilling or stabilization must be certified to be free of contaminants.

GEO 11: In-channel work would be isolated from existing flows by the use of dewatering structures such as cofferdams constructed from k-rails and other suitable materials.

- a. Cofferdam construction will be adequate to prevent seepage into or from the work area.
- b. Cofferdams may be constructed from sand bags, concrete k-rails, sheet piles or other appropriate materials that would not leach contaminants into the water column or increase downstream turbidity.
- c. Ensure that dewatering structures and coffer dams are in place and functional prior to in-water work.
- d. Visually inspect all cofferdam components on a regular basis.
- e. Check for water seepage under the dam and general integrity of the dam.
- f. Fix all leaks immediately.
- g. If turbid water is discharged from the work area despite the cofferdam, place wattles, filter fabric, silt fencing across the flow stream downstream of the work area as appropriate.
- h. All cofferdams and associated structures will be removed upon completion of work.

GEO 12: Require the construction contractor to prepare a storm water pollution prevention plan (SWPPP) consistent with State Water Board policy and guidelines. At a minimum, the SWPPP would include the following elements:

- a. Work areas, staging areas, or stockpile areas that could be subject to erosion during storm events would be stabilized with erosion control measures as appropriate. These measures could typically include silt fencing, straw bales, sand bags, filter fabric, coir rolls or wattles.
- b. Erosion control methods used to prevent siltation would be monitored weekly and maintained as needed.
- c. Stabilize and reseed disturbed upland areas with native grasses, shrubs, and trees upon completion of construction.
- d. Stationary equipment such as motors, pumps, generators and welders located within or adjacent to the channel or basin will be positioned over drip pans.

- e. Any equipment or vehicles driven and/or operated within or adjacent to the channel or basin should be checked and maintained daily, to prevent leaks. All maintenance will occur in a designated offsite area. The designated area will include a drain pan or drop cloth and absorbent material to clean up spills.
- f. Fueling and equipment maintenance will be done in a designated area removed from the area of the channel or basin such that no petroleum products or other pollutants from the equipment may enter these areas via rainfall or runoff. The designated area will include a drain pan or drop cloth and absorbent materials to clean up spills.
- g. Materials for the containment of spills (i.e., absorbent materials, silt fencing, filter fabric, coir rolls) will be identified and be available onsite prior to commencement of construction or maintenance activities.
- h. Any accidental spill of hydrocarbons or coolant that may occur within the work area will be cleaned immediately. Absorbent materials will be maintained within the work area for this purpose.
- i. No wet concrete product will come into contact with any flowing or standing water at any time. Areas where raw cement or grout are applied or where concrete curing or finishing operations are conducted will be separated from any ponded or diverted water flows by a cofferdam or silt-free, exclusionary fencing. All equipment involved with the concrete or grouting operations will be located within a contained area while using any slurry or concrete product. A protective berm or other structure will be in place prior to maintenance and/or repair activities.

GEO 13: Any spill of the grout, concrete, concrete curing or wash water adjacent to or within the work area will be removed immediately.

4.3 Air Quality and Greenhouse Gases

The IFR EIS/EIR (see Section 5.2 of the IFR EIS/IER) found that, during construction, air quality impacts of the Project would be significant and unavoidable. In fact, nitrogen oxide (NO_x) emissions would exceed Local Significance Thresholds (LST) for three years. As construction would take place within an urbanized setting including sensitive receptors, exceedance of NO_x LST would result in significant impacts to air quality. However, construction activities would not exceed the LST for other criteria pollutants like Ozone (O₃), Lead (Pb), Carbon Monoxide (CO), Sulfur Dioxide (SO₂) and particulate matter (PM_{2.5} and PM₁₀) and would not exceed any other significance threshold, such as the General Conformity air quality standards under the Clean Air Act, nor any Regional Threshold of Significance for any of the criteria pollutants. Project construction would not generate significant impacts related to Greenhouse Gasses (GHG) emissions, and odors emissions would also result in less than significant impacts to air quality.

During Project operations, air quality could be affected by vegetation maintenance activities as well as by increased visits to the Project area, but emissions would not exceed LSTs, General Conformity air quality standards under the Clean Air Act, nor any Regional Threshold of Significance for any of the criteria pollutants, for GHG and for odors.

4.3.1 Taylor Yard G2 Parcel

Acquisition of the G2 Parcel would not result in any substantial physical changes to the environment or change the method of construction assumed in the air quality and GHG impact analysis within the previously certified IFR EIS/EIR. Therefore, no new significant impacts would occur.

The proposed action, Acquisition of the Taylor Yard G2 Parcel, as described in this Addendum would not result in the generation of new air emissions or air quality impacts different than those identified in, and mitigated for, in the IFR EIS/EIR and would not result in any new or substantially different air quality and greenhouse gas impacts. Air quality impacts related to site remediation activities on the G2 Parcel to meet industrial standards were found in the Negative Declaration for the 2014 RAP to be less than significant. Air quality impacts of future site remediation activities to meet clean-up standards for recreational and/or ecological uses will be evaluated by DTSC in a future CEQA process if the City moves forward with a new or revised RAP. Adopted mitigation measures would be applied to reduce air emissions associated with remediation and maintenance activities.

4.3.2 Mitigation Measures

The following mitigation measures are included in the certified IFR EIS/EIR. All of the mitigation measures apply and will be implemented during G2 Parcel Project construction and site remediation activities. No revisions to the mitigation measures are required.

AQ 1: Tier 4 equipment and haul trucks no older than 2010 would be utilized to the extent practicable during construction years when emissions are expected to exceed Local Significance Thresholds.

Mobile Emission Attenuating Measures

AQ 2: Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.

AQ 3: Provide dedicated turn lanes for movement of construction trucks and equipment on-and off-site.

AQ 4: Reroute construction trucks away from congested streets or sensitive receptor areas.

AQ 5: Utilize electricity from power poles rather than temporary diesel or gasoline power generators to the extent practicable.

Fugitive Dust Attenuating Measures

AQ 6: Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.

AQ 7: Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per-hour.

AQ 8: Require frequent street sweeping surrounding the project site to minimize fugitive dust emissions from track-out. All street sweeping shall use alternatively fueled sweepers that are equivalent to those specified in SCAQMD Rules 1186 and 1186.1.

AQ 9: Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.

AQ 10: Apply water three times daily, or non-toxic soil stabilizers according to manufacturer's specifications, to all unpaved parking or staging areas or unpaved road surfaces.

AQ 11: Replace ground cover in disturbed areas as quickly as possible.

AQ 12: Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).

4.4 Land Use

The IFR EIS/EIR (see Section 5.3 of the IFR EIS/EIR) finds that the Project would result in significant impacts associated with changes in land use from construction activities that would be permanent and would continue during Project operations, because there are inconsistencies between the Project and the adopted land use/density designations in the City of Los Angeles General Plan, local Community Plans, and other land use designation instruments.

The Project would have a significant adverse impact on the maintenance of local industrial uses included in the land use designation of existing Community Plans, in several locations: in Reach 3, at the confluence of the LA River with the Verdugo Wash, in Reach 6 at the G2 Parcel, and in Reach 8 at the LATC. In Reach 3 the restoration of the Verdugo Wash confluence would displace 6 existing industrial uses, and in Reach 8 the proposed reconfiguration of the main channel and the re-naturalization of the LATC area would displace the current rail yard.

4.4.1 Taylor Yard G2 Parcel

Acquisition of the G2 Parcel is required to implement the Project as described in the IFR EIS/EIR in Reach 6, and would not result in any substantial physical changes to the environment or change the method of construction assumed in the land use analysis within the previously certified IFR EIS/EIR. Therefore, no new significant impacts would occur.

The G2 Parcel is located in the community of Cypress Park in the City of Los Angeles and falls under the land use designations of the Northeast Los Angeles Community Plan, one of 35 community plans that comprise the land use element of the City of Los Angeles General Plan. The community plan establishes the goals, objectives, policies, and programs applicable to the Northeast Los Angeles Community Plan Area.

The City's current zoning designation for the site is M2-1-CDO-RIO (Light Industrial), M3-1-CDO-RIO (Heavy Industrial), and [Q]PF-1-CDO-RIO (Public Facilities) for the Cypress Park & Glassell Park Community Design Overlay (CDO). Acquisition of the G2 Parcel does not require a change of land use designation.

Acquisition of the G2 Parcel is consistent with the goals and policies set out in the City's community plan, where the area is designated as "Public Facilities" and in the LARRMP and its associated landscape and signage guidelines. The Northeast Los Angeles Community Plan advocates the development of parks in the community. Policy 4-2.1 encourages the protection of public open space/recreational activity areas in Taylor Yard and near the Los Angeles River. The plan also supports increased accessibility to parkland along the Los Angeles River (Policy 5-1.2).

The LARRMP encourages the development of the G2 Parcel as a riverfront park on the land between the river and the Metrolink/Rail Corridor to the southwest of the Río de Los Angeles State Park. The LARRMP also advocates for the implementation of a water quality treatment system for the River, the improvement of the River edge, the creation of River promenades, construction of a visitor/education center, and the acquisition of a California designated State Hazardous Waste Site for open space use. As such, the Project would be consistent with land use plans and policies contained in the Northeast Los Angeles Community Plan and LARRMP.

Restoration measures in G2 Parcel would include increasing riparian habitat in the channel and the river. Although much of the original Taylor Yard site (G2 Parcel and surrounding areas) has been converted into the Rio de Los Angeles State Park, a narrow band of industrial land remains between the western boundary of the park and the River channel. While the land has been traditionally used for industrial purposes, the Northeast Los Angeles Community Plan currently designates its land uses as Open Space and Public Facilities. Use of this land for channel improvements and riparian restoration as envisioned by the Project, would be consistent with the Open Space and Public Facilities land use designations. In addition, the Northeast Los Angeles Community Plan includes specific goals and policies, including Open Space Policy 4-2.1 and Recreation and Park Facilities Policy 5-2.1, to promote open space and recreation uses and increase public access along the River. Further, implementation of the measures would still allow for the operation of the active rail operations located between Reach 6 and the state park. On the western side of the River channel in Reach 6, within the Silver Lake-Echo Park-Elysian Valley Community Plan Area, restoration measures would not extend beyond the River channel. Therefore, land use impacts would be less than significant. Existing land uses, including the rail operations adjacent to G2 Parcel, would also not be adversely impacted.

The G2 Parcel is being converted into land uses that are more compatible with nearby residences (i.e., parkland, school, mixed-use retail and residential uses, and an office park, instead of heavy industrial rail yards). The Project would not conflict with planned land uses that would surround the Site, and would provide beneficial recreational opportunities for an underserved nearby residential area. In addition, the Project and any future activities proposed for the G2 Parcel, prior to Project construction, would be subject to compliance with the Los Angeles River Improvement Overlay (RIO) ordinance, adopted by the City Council in July 2014.

As such, Acquisition of the G2 Parcel would not result in any new or substantially different land use impacts as described in the IFR EIS/EIR. Land use impacts would remain significant and unavoidable during Project construction and operations.

4.4.2 Mitigation Measures

No feasible mitigation measures related to land use impacts have been identified.

4.5 Water Resources

According to the IFR EIS/EIR (see Section 5.4 of the IFR EIS/EIR), construction and operation of the Project, with BMPs and mitigation, would result in less than significant impacts to water resources. During construction, the Project would require actions that could potentially impact water quality and increase risk of damage due to floods. However, best management practices would be employed to minimize impacts to water quality during construction. To reduce the risk of loss, injury or death, construction will avoid wet weather storm flows and diversions would be put in place where needed.

Impacts to surface water quality during Project construction may be related to erosion, grease, oils and sediment re-suspension, but they would be less than significant. Furthermore, greater beneficial impacts are anticipated once the Project is complete. The Project would not entail any groundwater depletion and would instead enhance groundwater recharge. By converting an industrial area into riparian habitat, it would likely decrease additional sources of polluted runoff. Modifications to the River channel would not increase the maximum water surface elevation, nor substantially alter water velocity and circulation.

Maintenance of the Project in general would include removal of invasive species, repair and replacement of irrigation pipes and sprinklers; maintenance of constructed trails, terraces, and viewing areas; trimming of native vegetation; removal of trash and accumulated sediment; graffiti abatement; vector management; and structural repairs as needed. Movement of vehicles within the channel and discharges of fill material within the River, associated with small-scale, routine maintenance activities would temporarily increase turbidity within the immediate work area, but impacts would be temporary and less than significant.

Furthermore, beneficial effects would result from increased pervious surfaces for infiltration, attenuation of flood waters from side channels, and decreased flows resulting from increased use in habitat functions. Incidental benefits would occur from removal of impervious surfaces and through physical and biological pollutant removal mechanisms with the establishment of riverine habitat.

4.5.1 Taylor Yard G2 Parcel

Acquisition of the G2 Parcel is required to implement the Project's ecosystem restoration measures designed for Reach 6 and would not result in any substantial physical changes to the environment or change the method of construction assumed in the water resources analysis within the previously certified IFR EIS/EIR. Therefore, no new significant impacts related to water quality would occur.

Currently, the Taylor Yard G2 Parcel consists of rail yard surface and subsurface debris and is located in a mixed industrial, residential, and open space area surrounded by busy streets. Urban runoff draining from this tributary area contains numerous pollutants with potential to degrade water quality and contribute to frequent exceedances of water quality standards. Typical pollutant sources in urban runoff include oil, grease, and gasoline/diesel fuel from vehicles leaking onto roadways and parking areas; pesticides, herbicides, and fertilizers from urban areas; sediment from construction operations; and metals from vehicle exhaust, rust, paint, tires, and engine parts. Given the high level of development, pollutant loadings in runoff from the project drainage area are assumed to degrade water quality in the River. To address these water quality issues, the Project would implement approved mitigation measures.

Soil exposure during excavation, grading, and other construction activities for the Project and its modifications could result in possible erosion and runoff into storm drains if proper controls are not implemented. Thus, the proposed activities have the potential to violate water quality standards during construction if proper controls are not implemented. Any on-site grading and site preparation would comply with all applicable provisions of Chapter IX, Division 70 of the Los Angeles Municipal Code (LAMC), which addresses grading, excavations, and fills. Further, construction under all phases would be required to comply with applicable requirements pertaining to stormwater and urban runoff. This includes compliance with City Ordinance 172,176 which pertains to control and regulation of discharges to the storm drain system and receiving water; Ordinance 172,673 which requires implementation of stormwater pollution control measures for construction activities; and Ordinance 173,494 which provides stormwater pollution control for planning and construction of development and redevelopment projects and requires the establishment of measures to control the site runoff. These measures would be detailed in a SWPPP and compliance with the latest National Pollutant Discharge Elimination System (NPDES) Stormwater Regulations. With the implementation of construction measures to minimize and control soil erosion and site runoff, significant impacts to water quality from site runoff during construction are not expected. Impacts would be less than significant.

The G2 Parcel is located within the San Fernando Groundwater Basin which lies within the Upper Los Angeles River Area and encompasses approximately 7.5 square miles. Depth to groundwater ranges from 25 to 65 feet below ground surface. The Pollock Well Field, operated by the City, lies under the parcel and was designated as part of the San Fernando Valley Superfund site by the USEPA in the 1980s due to groundwater contamination. The Los Angeles Department of Water and Power (LADWP) extracts and treats groundwater from the Pollock Well Field near Fletcher Drive approximately one mile north of the G2 Parcel, but groundwater south of the Fletcher Drive wellhead is not used for drinking water purposes. Contaminated soils at the Taylor Yard complex have continued to affect groundwater quality, but Acquisition of the G2 Parcel and subsequent site remediation, under the direction of DTSC, would have a positive impact on the quality of the groundwater recharge. In fact, the removal and cleanup of contaminated soil on the G2 Parcel would improve the quality of groundwater percolating through the water table. Therefore, Acquisition of the G2 Parcel, including site remediation activities as described in section 2.3 of this Addendum, as agreed upon in the future with DTSC, would improve groundwater quality over time and impacts to water quality would be less than significant.

Acquisition of the G2 Parcel and the construction activities envisioned by the Project would likely improve surface water quality and reduce flood risk. The Project would not place housing or other development within a 100 year or 500 year flood zone and no new impacts would occur. According to Flood Insurance Rate Map (FIRM) Number 06037C1626F Panel No 1626, the majority of the G2 Parcel is located within an area designated as Zone X, which is categorized as an area that is outside of a 500 year flood zone. The areas of the Project located on the banks of the River are located within Zone A. However, according to a Hydraulics Report (which includes floodplain analyses) released by the USACE in October, 2016, "Portions of the FEMA maps have not been updated since the early 1980's and were determined not to represent current conditions. The October 17, 2016 presentation slides which accompany the Hydraulics Report show that the area within Reach 6 of the River and the areas located on the Banks of the River are classified as

FEMA Flood Zone AE, which is categorized as areas subject to inundations by the 1-percent-annual-chance flood event determined by detailed methods.” According to the FEMA classification of Zone AE, Base Flood Elevations (BFEs) or flood depths are shown. According to FEMA, mandatory flood insurance purchase requirements and floodplain management standards apply. However, because the intended use of this land would be the eventual removal of the channelized banks and subsequent wetland ecological restoration, the mandatory FEMA requirements would likely be waived.

The risk of flood is also related to the catastrophic failure of the Hansen Dam (located 18 miles from the G2 Parcel) and the Eagle Rock Reservoir (located 4.5 miles from the G2 Parcel) during their peak storage capacity, which is very unlikely, and potential exposure of people and structures to flooding due to dam failure is low. Additionally, construction and operation of any below or above ground elements would be in accordance with building and seismic code requirements. No new structures would be constructed on the G2 Parcel that would be vulnerable to flooding or inundation in the event of a dam break and would not impede or redirect flood flows in the project area. No housing would be constructed on the G2 Parcel that would expose people to flooding. In the event of an emergency, the City has adopted emergency evacuation procedures that would be implemented in the case of a dam break. Therefore, the Project and Acquisition of the G2 Parcel would not result in additional exposure of people or structures to significant risk of loss, injury or death related to flooding or dam inundation. Therefore, the potential impacts related to the risk of inundation remains less than significant.

Therefore, the proposed Acquisition of the G2 Parcel, as described in this Addendum, would not result in any new or substantially different impacts to water resources. With implementation of the existing mitigation measures and BMPs, impacts to water resources would remain less than significant.

4.5.2 Mitigation Measures

The following mitigation measures are included in the certified EIR/EIS. All of the mitigation measures apply and will be implemented for the G2 parcel acquisition. No revisions to the mitigation measures are required.

Construction

WR 1: Limiting most in-channel construction to the low-flow period between April 15 and October 31 to minimize soil erosion.

WR 2: Soils and all materials used for backfilling or stabilization must be certified to be free of contaminants.

WR 3: All sites with known and suspected HTRW soil contamination will be investigated and remediated prior to project construction. All groundwater contamination that cannot be remediated prior to project construction will be subject to appropriate handling, treatment and disposal ensured by the non-Federal sponsor. All work shall be consistent with Engineering Regulations 1165-2-132.

WR 4: In-channel work would be isolated from existing flows by the use of dewatering structures such as cofferdams constructed from k-rails and other suitable materials.

- a. Cofferdam construction will be adequate to prevent seepage into or from the work area.
- b. Cofferdams may be constructed from sand bags, concrete k-rails, sheet piles or other appropriate materials that would not leach contaminants into the water column or increase downstream turbidity.
- c. Ensure that dewatering structures and coffer dams are in place and functional prior to in-water work.

- d. Visually inspect all cofferdam components on a regular basis.
- e. Check for water seepage under the dam and general integrity of the dam.
- f. Fix all leaks immediately.
- g. If turbid water is discharged from the work area despite the cofferdam, place wattles, filter fabric, silt fencing across the flow stream downstream of the work area as appropriate.
- h. All cofferdams and associated structures will be removed upon completion of work.

WR 5: Require the construction contractor to prepare a storm water pollution prevention plan (SWPPP) consistent with State Water Board policy and guidelines. At a minimum, the SWPPP would include the following elements:

- a. Work areas, staging areas, or stockpile areas that could be subject to erosion during storm events would be stabilized with erosion control measures as appropriate. These measures could typically include silt fencing, straw bales, sand bags, filter fabric, coir rolls or wattles.
- b. Erosion control methods used to prevent siltation would be monitored weekly and maintained as needed.
- c. Stabilize and reseed disturbed upland areas with native grasses, shrubs, and trees upon completion of construction.
- d. Stationary equipment such as motors, pumps, generators and welders located within or adjacent to the channel or basin will be positioned over drip pans.
- e. Any equipment or vehicles driven and/or operated within or adjacent to the channel or basin should be checked and maintained daily, to prevent leaks. All maintenance will occur in a designated offsite area. The designated area will include a drain pan or drop cloth and absorbent material to clean up spills.
- f. Fueling and equipment maintenance will be done in a designated area removed from the area of the channel or basin such that no petroleum products or other pollutants from the equipment may enter these areas via rainfall or runoff. The designated area will include a drain pan or drop cloth and absorbent materials to clean up spills.
- g. Materials for the containment of spills (i.e., absorbent materials, silt fencing, filter fabric, coir rolls) will be identified and be available onsite prior to commencement of construction or maintenance activities.
- h. Any accidental spill of hydrocarbons or coolant that may occur within the work area will be cleaned immediately. Absorbent materials will be maintained within the work area for this purpose.
- i. No wet concrete product will come into contact with any flowing or standing water at any time. Areas where raw cement or grout are applied or where concrete curing or finishing operations are conducted will be separated from any ponded or diverted water flows by a cofferdam or silt-free, exclusionary fencing. All equipment involved with the concrete or grouting operations will be located within a contained area while using any slurry or concrete product. A protective berm or other structure will be in place prior to maintenance and/or repair activities.

WR 6: Any spill of the grout, concrete, concrete curing or wash water adjacent to or within the work area will be removed immediately.

4.6 Biological Resources

According to the IFR EIS/EIR (see Section 5.5 of the IFR EIS/IER) any impacts of the Project on biological resources, with implementation of BMPs and mitigation measures, would be minimal, localized, and less than significant.

The Project would restore a total of 288 acres of valley foothill riparian habitat, create approximately 46 acres of freshwater marsh, re-create wetlands at 13 daylighted streams and expand the soft river bottom, re-creating open water native habitat. It would also provide connectivity with the Verdugo Mountains and the Elysian Park and would increase opportunities for regional wildlife movement. As such, when in operation, its effects on biological resources would ultimately be beneficial.

Impacts to biological resources during construction activities may result from site preparation, grading and bank lowering, channel widening and daylighting of storm drains, removal of concrete or excavation of side channels, riverside plantings, removal or alteration of existing structures, and from construction of new connections to water sources. Impacts may include disturbance to existing native vegetation when removing non-native vegetation, or temporary displacement of wildlife species, temporary air and noise pollution. Temporary sediment runoff into the River could result in disturbance to non-native fish. Noise from construction activities could disturb some birds, inducing them to leave the area. However, with the implementation of mitigation measures, the Project would not cause significant adverse impacts to vegetation, wildlife, fish or bird species.

Following completion of construction activities, as the operation of the Project begins, potential impacts to biological resources from maintenance activities could occur, but, with implementation of approved mitigation measures, these impacts would be less than significant.

4.6.1 Taylor Yard G2 Parcel

Acquisition of the G2 Parcel is required to implement the Project at the G2 Parcel. Implementing the Project at the G2 Parcel is vital to the ecosystem restoration designed for Reach 6 of the Project and the proposed action would not result in any new significant impacts related to biological resources.

To assess the impact of the Project and Acquisition of the G2 Parcel, as described in this Addendum, on biological resources, the California Natural Diversity Database was reviewed for information on known occurrences of sensitive species and communities⁷ within a 10-mile radius of the Site; it included the Los Angeles, Burbank, Pasadena, Mount Wilson, Hollywood, El Monte, Inglewood, South Gate, and Whittier U.S. Geological Survey 7.5-minute topographic quadrangle maps. Based on the database review, six sensitive wildlife species, eight sensitive plant species, and no sensitive plant communities were identified as having

⁷ Sensitive plant species are those that are candidates, proposed, or listed as threatened or endangered by the U.S. Fish and Wildlife Service (USFWS) or the California Department of Fish and Wildlife (CDFW), and those plants that are considered sensitive species by the California Native Plant Society (CNPS). Sensitive wildlife are those animal species, which are candidates, proposed, or listed as threatened or endangered by the USFWS or the CDFW, and those animals that are considered species of concern or are listed as protected or fully protected by the state. Sensitive habitats are those that are regulated by USFWS, U.S. Army Corps of Engineers, and/or those considered sensitive by the CDFW.

the potential to occur in the vicinity of the Project.

However, the G2 Parcel is located in a highly urbanized area east of the River. The G2 Parcel was previously developed with industrial and public facilities uses associated with the former Taylor Yard railroad complex. Former site facilities included a diesel shop, a machine shop, a roundhouse, two turntables, underground and above-ground storage tanks, a service track area, and miscellaneous buildings. In 2009, all above-grade structures remaining on the G2 Parcel, except for certain existing concrete slabs, footings, and foundations, were demolished. An on-site stormwater collection system and associated industrial wastewater treatment plant were in operation, until decommissioning in 2011. Based on the relatively disturbed and isolated nature of the Project area, the G2 Parcel currently lacks the minimum characteristics and conditions necessary to support any sensitive or protected plant or animal species that may occur within the Project area.

No suitable native habitat for plants or animals currently exists within the G2 Parcel; therefore no adverse impacts to sensitive biological species would occur as a result of the Acquisition. While no suitable native habitat exists within the G2 parcel, marginal habitat for the federally endangered least Bell's viero (*Viero bellii pusillus*) exists within the vegetated portions of the channel within the Project area in Reach 6. Riparian vegetation in these reaches is linear and confined, and lacks suitable adjacent forging habitat. An incidental observation of an unpaired male viero near the Taylor Yard complex was documented in April 2013 during a one-day nesting bird survey of the area. A similar one-day nesting survey of the area in May 2013 did not detect viero (Cooper 2013a, 2013b).

In addition, restoration at the G2 Parcel establishes a large node of historic riparian habitat adjacent to the river corridor. The habitat at the G2 Parcel would then be connected to other habitats currently existing within the river channel in the Glendale Narrows. Restoration at the G2 Parcel also establishes a natural hydrologic connection between the River and the historic floodplain, which restores key ecological processes such as a more natural disturbance regime, scour and deposition of sediment and vegetation, nutrient cycling, biotic interactions, and colonization of new habitat areas (Stromberg et al. 2007), as well as improved wildlife movement between the river and floodplain.

As such, Acquisition of the G2 Parcel and implementation of the Project would not result in any new or substantially different impacts on biological resources. With implementation of the existing mitigation measures, impacts on biological resources would be less than significant during both construction and operation of the Project.

4.6.2 Mitigation Measures

The following mitigation measures are included in the certified IFR EIS/EIR. All of the mitigation measures apply and will be implemented for Project activities at the G2 Parcel and when conditions apply related to acquisition, remediation and site maintenance activities. No revisions to the mitigation measures are required.

Construction

BIO 1: To the maximum extent practicable, vegetation clearing activities would not occur during the breeding season, which generally runs from March 1-August 31.

BIO 2: If vegetation removal must occur during the avian breeding season, a qualified biologist will perform nesting bird surveys following established protocol prior to construction. If nests are detected during these surveys, a 300-foot no construction buffer will be delineated around the nest (500-foot buffer for raptors).

BIO 3: Construction will be monitored by a qualified biologist.

BIO 4: Construction will be phased to minimize impacts to wildlife species, so that the entire study area will not be under construction at the same time.

BIO 5: Pre-construction surveys for special-status plants and wildlife would be performed as needed in coordination with USFWS.

BIO 6: Protocol level surveys for least Bell's vireo would be performed during the detailed design phase and prior to construction to avoid impact to this species. If paired and potentially nesting vireo or other listed species are found, the Corps will coordinate with USFWS and consult as applicable, if it is later determined that the project would affect the species.

BIO 7: Trails and other recreational features will be designed and located to be compatible with restoration features and goals. For instance, trails may be placed around the perimeter, rather than through restored areas.

Operations

BIO 8: Invasive species control or maintenance of vegetation to maintain restoration success and comply with constraints would be performed outside of the bird nesting season,

BIO 9: Sensitive habitat types will be avoided to the maximum extent practicable during maintenance. Designated access points for maintenance vehicles will be created to reduce impacts to restored areas.

Construction and Operations

BIO 10: Informational signs will be installed to educate the public regarding the restored habitat, sensitive resources, and the impact that human intrusion may have.

Exclusionary fencing will also be installed where and if necessary, as part of the Adaptive Management program (see Appendix H of the IFR EIS/EIR).

4.7 Cultural Resources

According to the IFR EIS/EIR (see Section 5.6 of the IFR EIS/EIR), if appropriate mitigation measures are successfully applied, it is expected that impacts on cultural, historic and archaeological resources would remain below NEPA and CEQA thresholds of significance.

Potential common sources of impacts on cultural resources associated with the ecosystem restoration proposed by the Project include ground disturbance, new construction, and structural alteration or removal of features. Ground disturbance would result from site preparation, grading, bank lowering, channel widening, opening of storm drains, removal of concrete, excavation of side channels, riverside planting, excavations, excavations for removal or alteration of existing structures and water infrastructure, and excavations for construction of new connections to water sources. If prehistoric or historic archaeological sites are present, ground disturbance can directly damage artifacts and features or alter the spatial relationship of artifacts, features, and other deposits and destroy their research potential. This could result in the permanent loss of information relevant to the site function, dates of use, plants and animals used, past environments, ethnicity and other important research questions. Ground disturbance can also damage unmarked burials or other sites that may be important to contemporary Native Americans as ancestral

locations or for traditional cultural or religious purposes. Furthermore, proposed new construction may change the physical setting of historic buildings and structures or alter drainage patterns and channel morphology, exposing buried archaeological resources and causing impacts due to erosion.

A potential impact on cultural resource is also the alteration of the River facilities. Although not formally documented or evaluated for historic significance, the containment and flood risk management facilities on the River and its tributaries may be eligible for listing on the NRHP because of their association with important events and their engineering innovations.

Likely mitigation measures of potential impacts would include archival documentation and photo recordation of cultural artifacts according to NPS Historic Building Survey (HABS), Historic American Engineering Record (HAER), and Historic American Landscapes Survey (HALS) standards, the presence of an archaeologist meeting the Secretary of the Interior's Qualification Standards to monitor all construction activities in areas where there is a potential for buried resources, and buffering potentially eligible cultural and historical resources when construction would occur in their vicinity.

4.7.1 Taylor Yard G2 Parcel

Acquisition of the G2 Parcel is required to implement the Project in Reach 6. Specifically, it is vital to the ecosystem restoration designed for Reach 6, and would not result in any substantial physical changes to the environment or change the method of construction assumed in the cultural resources analysis within the previously certified IFR EIS/EIR. Therefore, no new significant impact would occur.

The possibility of finding archaeological remains is remote, as nine previous archeological studies have been conducted within 0.5-mile radius and none yielded positive results within the G2 Parcel boundaries. While no historic resources are recorded, it is possible that historic features or trash related to the historic railroad may still be buried, although it is unlikely that intact features would be present.

While the G2 Parcel has an extensive historic background, which is uniquely connected to the early history of Los Angeles, the possibility of finding historic resources is remote. There were several known Tongva or Gabrielino villages in the general area of G2 Parcel, but given the location of G2 Parcel in the River floodplain, the site itself would not have been a primary location for an aboriginal village or a camp. Therefore, historic resources from these villages are unlikely to occur on the G2 Parcel.

The G2 Parcel is also not relevant from a historical perspective as defined by the California Register of Historic Resources (CRHR). No information was found that would indicate that any building or structure on the property were associated with significant events, persons of national, regional, or local historic importance. In 2009, all aboveground structures remaining on the Site were demolished, except for certain existing concrete slabs, footings, and foundations. Remaining structures are not eligible for listing in the National Register or California Register as significant historic resources, as they do not meet any of the criteria necessary for listing in the registries. As such, no impacts to historical resources would occur.

Regarding paleontological resources, the G2 Parcel is situated upon a deep layer of artificial fill underlain by recent alluvial sediments which have a low paleontological sensitivity. These recent sediments may overlie older Pleistocene or Miocene sediments in the subsurface and have the potential to contain significant

paleontological resources. The Project would include site remediation of contaminated soils, but excavations for the Project would be relatively shallow and would not likely disturb native soils.

Excavations related to site remediation activities would be at greater depths. If paleontological resources were encountered during grading or excavation for the Project or related site remediation, all work would cease in the event that paleontological resources are encountered until the paleontological resources are properly assessed and subsequent recommendations are determined by a qualified paleontologist in accordance with state and local regulations.

Therefore, Acquisition of the G2 Parcel would not result in any new or substantially different archeological, cultural, historical or paleontological impacts. With implementation of approved mitigation measures, cultural impacts would remain less than significant.

4.7.2 Mitigation Measures

The following mitigation measures are included in the certified IFR EIS/EIR. All of the mitigation measures apply and will be implemented at the G2 Parcel. No revisions to the mitigation measures are required.

CR 1: An archeologist meeting the Secretary of the Interior's Qualification Standards shall monitor all construction activities in areas where there is a potential for buried resources. The monitor shall immediately notify the USACE's on-site construction supervisor of any discovery. The USACE on-site construction supervisor shall temporarily stop construction in the area of the discovery. The discovery area and a surrounding buffer zone shall then be clearly delineated. Ground disturbing activities can resume outside of the delineated buffer zone. Should previously unknown historic or archaeological remains be discovered, the USACE would comply with 36 CFR 800.13. At the conclusion of monitoring activities, a detailed letter report shall be prepared. This report shall be submitted to the SHPO for review and comment.

CR 2: When construction crews are working within 50 meters of an eligible or unevaluated cultural resource, the edge of the site, including a 25 meter site buffer will be fenced off, thus ensuring that no construction equipment inadvertently strays into the culturally sensitive area.

CR 3: Cultural resource block inventories and evaluations shall be conducted early in the next design phase so that avoidance and impact minimization measures for cultural resources can be incorporated in project design.

CR 4: Recordation and evaluation of the constructed features of the flood risk management system on the river and lower tributaries within the APE will be prioritized in PED. The recordation and evaluation shall be conducted in one effort and in reference to and in the context of the entirety of the flood risk management system constructed on the Los Angeles River and lower tributaries.

CR 5: Comply with the terms and conditions of the PA executed by and between the Corps and SHPO, and any amendments thereto.

4.8 Traffic and Circulation

The IFR EIS/EIR (see Section 5.7 of the IFR EIS/EIR) analyzes direct and indirect effects of the Project on traffic, public transit, rail traffic and parking during construction and operation and finds them less than significant, if appropriate mitigation measures and BMPs are implemented.

According to the IFR EIS/EIR, construction activities will result in short term impacts on local traffic, public transit, bike traffic and parking. These impacts would be reduced by measures included in construction traffic plans that would be submitted to the Los Angeles Department of Transportation (LADOT) for review and approval prior to construction to ensure that construction impacts are less than significant.

Project construction activities could result in delays in traffic movements due to the presence of slow-moving construction trucks and vehicles delivering or removing equipment and supplies from construction sites, or from temporary closure of travel lanes or roads, or from traffic detours. A construction traffic plan for any action that would implement the Project would be submitted to the Los Angeles Department of Transportation (LADOT) for review and approval prior to construction to ensure that construction impacts are minimized. The plan would also include mitigation measures for possible disruptions of public transit. If construction activities required temporary street closures or traffic diversions, public transit routes on the affected streets could be re-routed and passengers could be delayed, resulting in short-term traffic impacts.

The Project also includes the reduction in rail-yard capacity at LATC, but since that capacity would be relocated within the Los Angeles Basin, its effects on railway traffic will be less than significant. Construction is proposed at the former rail yard in Reach 6 at the G2 Parcel, west of Rio de Los Angeles State Park to provide area for habitat corridors and riparian plantings, but these lines are not in use, therefore the Project would not interfere with active rail transport. Construction could have short-term adverse impacts on the Los Angeles River Bike Path. Sections of the path may be temporarily closed or rerouted to accommodate construction activities, but with an appropriate traffic management plan the impact would be less than significant.

The IFR EIS/EIR also discusses indirect effects of construction activities and operation on parking and observes that parking demand on roads near the River would likely increase because more people would be expected to access the River for recreational purposes. However, as the Project includes two new parking areas at the G2 Parcel and LATC, and since parking will be provided within each Reach with Project implementation, traffic impacts related to parking will be less than significant.

4.8.1 Taylor Yard G2 Parcel

The proposed Acquisition of the G2 Parcel is required to implement the Project in Reach 6. Specifically, it is vital to the ecosystem restoration designed for Reach 6, and the proposed action would not result in any substantial physical changes to the environment or change the method of construction for the Project assumed in the traffic and circulation analysis within the previously certified IFR EIS/EIR. Therefore, no new significant traffic impacts would occur.

Acquisition of the G2 Parcel, as described in Section 2.2, would not result in the generation of new circulation, traffic and parking impacts substantially different than those identified in, and mitigated for, in

the IFR EIS/EIR. Traffic impacts resulting from G2 site remediation activities to achieve industrial clean-up standards were found to be less than significant in DTSC's 2014 Negative Declaration. While a new or revised RAP will undergo future CEQA analysis by DTSC, with the creation of a construction traffic management plan, traffic impacts related to site remediation activities would be less than significant.

As such, implementation of the Project and Acquisition of the G2 Parcel would not result in any new or substantially different impacts related to circulation, traffic and parking. With implementation of the approved mitigation measures, impacts would remain less than significant.

4.8.2 Mitigation Measures

The following mitigation measures are included in the certified IFR EIS/EIR. All of the mitigation measures apply and will be implemented at the G2 Parcel. No revisions to the mitigation measures are required.

Construction

TRAF 1: The location and duration of any lane or street closures, including impacts on public transit, railroads, bicycle lanes, sidewalks, and parking will be fully coordinated with local cities and nearby residents.

TRAF 2: Detour routes will be provided if needed (including detour routes for public transit, bicycles, and pedestrians when affected).

TRAF 3: Local traffic and emergency vehicle access will be maintained or accommodated.

TRAF 4: Traffic protective devices and control measures will be implemented such as barricades, cones, flaggers, lights, warning beacons, temporary turning restrictions, temporary traffic signals, and warning signs.

TRAF 5: Advance notice will be provided to affected residents, businesses, emergency services providers (police, fire, ambulance), and public transit providers.

TRAF 6: Temporary bus stops will be located within a reasonable walking distance of any displaced bus stops when public transit stops are affected.

TRAF 7: Safety improvements would be made to existing at-grade street-rail crossings where traffic increases would be expected.

TRAF 8: The project will coordinate with railroad companies to ensure continuous operation and appropriate safety measures.

4.9 Noise

According to the IFR EIS/EIR (see Section 5.8 of the IFR EIS/EIR), noise disturbances associated with the Project would be mitigated and impacts would be less than significant. Construction, although typically short-term, can be a significant source of noise and noise levels are most notable when they take place near sensitive land uses, when they occur at night, and/or in early morning hours. They also depend on the construction phase, the quantity and type of equipment in use, and the duration of use. The IFR EIS/EIR points out that construction would take place near sensitive uses only in Reaches 5 and 6 and that when construction is expected to take place in the vicinity of residential structures, temporary sound walls would be constructed to reduce noise impacts to less than significant.

During operations, noise could occur during maintenance activities. However, maintenance crews would follow best management practices, limit working hours and install temporary sound barriers near sensitive receptors as needed to reduce impacts to less than significant.

4.9.1 Taylor Yard G2 Parcel

Acquisition of the G2 Parcel is essential to the implementation of the Project. Specifically, it is vital to the ecosystem restoration designed for Reach 6 and would not result in any substantial physical changes to the environment or change the method of construction assumed in the noise analysis within the previously certified IFR EIS/EIR. Therefore, no new significant impacts related to noise would occur.

The Project and Acquisition of the G2 Parcel would implement the approved mitigation measures included in the IFR EIS/EIR, such as the development of a Project noise control plan that would limit the hours of operations and provide local residences contact information with a noise control coordinator; the construction of temporary sound walls when construction occurs less than 500 feet from occupied residences, and some limitation to construction traffic speed and parking. Therefore, noise impacts during construction would be less than significant. During Project operations, maintenance would be performed with light equipment using available noise reduction technologies. Noise impacts, therefore, would be less than significant.

Acquisition of the G2 Parcel would not result in any new noise impacts different from the noise impact analysis within the previously certified IFR EIS/EIR. Site remediation activities would implement approved mitigation measures and impacts would be less than significant.

4.9.2 Mitigation Measures

The following mitigation measures are included in the certified IFR EIS/EIR. All of the mitigation measures apply and will be implemented for the G2 Parcel acquisition. No revisions to the mitigation measures are required.

Noise 1: Develop and implement a project noise control plan that identifies when construction activities would occur and where and how avoidance measures shall be used. Construction activities would generally occur between the hours of 8 a.m. and 6 p.m. Monday through Friday, and 8 a.m. and 5 p.m. Saturday. Construction and operations would not occur on Sunday or a national holiday. The plan will require the identification of a Noise Control Coordinator, who will be available to receive and respond to any concerns from residents regarding construction noise. Residents shall be notified prior to the start of construction activities and informed of the Coordinator's contact information. Signage will also be posted on the construction site with Noise Control Coordinator's contact information.

Noise 2: Use power construction equipment with state-of-the-art noise shielding and muffling devices.

Noise 3: Whenever construction occurs within 500 feet of occupied residences, temporary barriers shall be constructed around the construction sites to shield the ground floor of the noise-sensitive uses. These barriers shall be of ¾-inch medium density plywood sheeting, or equivalent, and shall achieve a Sound Transmission Class of 30 or greater, based on certified sound transmission loss data taken according to American Society for Testing and Materials Test Method E90 or as approved by the City of Los Angeles Building Department.

Noise 4: Construction equipment staging areas shall be located as far as practicable from residential areas.

Noise 5: Quieter “sonic” pile drivers shall be used as necessary, unless engineering studies are submitted to the City of Los Angeles showing this is not feasible and cost effective, based on geotechnical considerations.

Noise 6: Routes for heavy construction site vehicles shall be identified to minimize noise impacts to residences and noise-sensitive receptors.

Noise 7: Impose construction hours that are more restrictive than those set forth in the LAMC if necessary and when practical.

Noise 8: Require vehicle parking and deployment activities to be separated and buffered from sensitive uses.

Noise 9: Limit haul truck or other vehicle speed on roads adjacent to residences and on unpaved roadways.

Noise 10: Notify residents about type and schedule of construction.

4.10 Recreation and Public Access

According to the IFR EIS/EIR (see Section 5.9 of the IFR EIS/EIR), if appropriate BMPs and mitigations are implemented, the Project would have less than significant impacts on recreation and public access.

Although during construction there would be temporary closures of trail systems, as well as some restrictions on activities like jogging, cycling, bird watching, and non-motorized boating, these occurrences would be temporary and result in less than significant impacts.

As part of the Project, Implementation of ecosystem restoration activities included in Reach 6 would create passive parkland and open space in a densely populated and generally park-deficient area and would satisfy some of the demand for recreation facilities and offset the levels of use on other recreational facilities in the area, decelerating the physical deterioration of these facilities.

The activities taking place on the G2 Parcel will benefit recreation and public access over the long term, in ways that are compatible with ecosystem restoration. Visitation to the River and adjacent lands for passive and active recreational purposes is expected. Visitors would view the restored area, utilize the trails within restoration features, use bike path extensions, access the river for kayaking and paddling and engage in other recreation activities compatible with the restored river. Because many restoration areas are in or adjacent to lands already in public preservation or park status, visitors to these areas would experience the effects of the restored environment at these sites. Other beneficial effects include increased public awareness of the recreation resources in the Project and increased public health and safety from improved water quality along the River. Habitat quality improvements may have larger beneficial effects on specific recreation activities which are heavily dependent on health of the River, such as bird watching.

4.10.1 Taylor Yard G2 Parcel

Acquisition of the G2 Parcel is required to implement the Project in Reach 6. Specifically, it is vital to the ecosystem restoration designed for Reach 6 and would not result in any substantial physical changes to the environment or change the method of construction assumed in the recreation and public access analysis within the previously certified IFR EIS/EIR. No new significant impacts related to recreation would occur.

4.10.2 Mitigation Measures

The following mitigation measures are included in the certified IFR EIS/EIR. All of the mitigation measures apply and will be implemented for the Project and at the G2 Parcel as applicable. No revisions to the mitigation measures are required.

Construction

Rec 1: Public media/meetings to provide clear information on the types and durations of disruptions to the River and adjacent resources.

Rec 2: Signed detour routes for affected roads as well as pedestrian, bicycle, and equestrian trails, and river access points.

Rec 3: Signage at construction areas with information relevant to recreation users (length of closure, alternative access points, etc.).

Rec 4: Work with park representatives on timing of park and golf club closures to minimize effects on recreational access and use.

Rec 5: Consult with park maintenance personnel prior to implementation of measures to coordinate maintenance during construction and operations.

4.11 Aesthetics

The IFR EIS/EIR (see Section 5.10 of the IFR EIS/EIR) concludes that impacts on visual resources would be less than significant due to the temporary nature of the impacts that could occur during construction and to the dramatically improved visual conditions that would result with implementation of the Project.

Impacts on visual resources during construction would be related to the presence of large equipment, extensive earthwork and mechanical or chemical removal of vegetation over expansive areas. Adverse impacts during operations may result as measures are taken to ensure proper flood flow conveyance within the channel that might require removal of vegetation, both native and non-native.

However, aesthetics along the River will improve immediately following completion of the Project construction phase and will continue to improve over time, resulting in substantial and beneficial impacts that will increase with each year.

4.11.1 Taylor Yard G2 Parcel

Acquisition of the G2 Parcel is essential to the implementation of the Project. Specifically, it is vital to the ecosystem restoration designed for Reach 6 and would not result in any substantial physical changes to the environment or change the method of construction assumed in the analysis of aesthetic impacts within the previously certified IFR EIS/EIR. Therefore, no new significant impacts related to aesthetics would occur.

The G2 Parcel is located within an urban setting and is surrounded by the Sonia Sotomayor Learning Academies to the north, FedEx Shipping Center and Río de Los Angeles State Park to the east and southeast, and the River to the west. Metrolink tracks are located directly east. The G2 Parcel is a former railroad maintenance yard with no above-ground structures remaining. Additionally, an on-site stormwater collection system and associated industrial wastewater treatment plant were decommissioned in 2011. The

Northeast Los Angeles Community Plan does not delineate or designate any specific views as scenic vistas within the project area.

Acquisition of the G2 Parcel would facilitate the restoration of wetland habitat and construction of recreational facilities. The facilities would include river overlooks, pedestrian and bicycle connections, open space and other public amenities. The creation of habitat and development recreational facilities would improve the visual character of the area compared to the existing condition. The new wetland habitat and open space would be visible from many surrounding vantage points including Mount Washington and Elysian Park and would enhance access to views of the River.

Upon acquisition of the G2 Parcel, site remediation activities would include removing remaining substructures and related debris. Existing foundations would be removed and/or improved to support interim uses, as approved by DTSC and the future new or revised RAP. Aesthetic impacts from Site remediation activities, including soil excavation, would be temporary in nature as the area becomes revegetated.

The Project and Acquisition of the G2 Parcel would not result in any substantial new physical changes to the environment or any new impacts not included in the aesthetics impact analysis within the previously certified IFR EIS/EIR. Impacts to aesthetics would continue to be less than significant. and no mitigation measures are required.

4.11.2 Mitigation Measures

Impacts related to aesthetics analyzed in the certified IFR EIS/EIR were found to be less than significant, without mitigation. No mitigation measures related to aesthetics are required.

4.12 Public Health and Safety, Including Hazardous, Toxic and Radioactive Waste

According to the IFR EIS/EIR (see Sections 3.11.2 and 5.11 of the IFR EIS/EIR), Project would result in less than significant impacts to public health and safety with implementation of BMPs and mitigation measures.

Sites with known or suspected contamination included in the overall Project area are the San Fernando Valley Superfund Site, the Taylor Yard G1 and G2 sites, and the LATC site. Investigation and remediation will be completed before Project construction activities occur. These sites will be remediated to the requirement of the local environmental regulatory agencies and will be compatible with the future land uses and needs of the Project. As all necessary soil remediation will be completed prior to Project construction, no residual significant hazard to the public or the environment from ground disturbing activities would occur. A RAP for the G2 Parcel was prepared by CDM Smith (CDM) dated February 3, 2014. This RAP has been approved by the DTSC to remediate the G2 Parcel to industrial standards. In November 2016, the City met with DTSC regarding a revised or new RAP for the G2 Parcel.

For the Project, the methodologies utilized to remediate contaminated soils, regardless of the nature and extent of contamination will be compatible with the planned ecosystem restoration features and protective

of human health and the environment. To preclude the adverse impact of contaminated soil leaching downward and further contaminating the shallow groundwater system, contaminated soil would be removed from areas that are planned as wetlands, areas that will be irrigated and areas that will be subject to erosion and infiltration of surface water runoff. Within areas where contaminated soil is remediated by removal and off-site disposal, the resulting excavations would be filled with clean fill soil to the elevations of the planned ecosystem restoration Project grades.

The City would conduct remediation activities, or ensure they are conducted, prior to Project construction at the affected sites. For groundwater contamination that is infeasible to remediate prior to construction, the City would be responsible for addressing treatment and disposal of such contamination during Project construction. In the event that unknown contamination was discovered during Project construction despite making all appropriate inquiries, the approach to such contamination would be governed by the Project Partnership Agreement between the City and USACE.

Localized groundwater contamination from remnant contamination at some of the adjacent sites may also be encountered during construction activities and would be treated and disposed of in accordance with the requirements of the local regulatory agencies. This investigation and remediation of the identified known and suspected HTRW areas within the G2 Parcel would occur before Project construction activities are undertaken.

The lower or de minimis levels of contamination in the portion of the River in the Project area directly interacting with groundwater (including the G2 Parcel) do not currently impact ecological performance for existing vegetation in the River, and no different impacts would occur on the restored areas [including widening of the River at the G1 and G2 Parcels. The widening of the River into restored areas at the Taylor Yard and temporary irrigation during plant establishment infiltrating to groundwater would have some localized effects on the elevation of the groundwater table, but they would not be significant. The upper extent of the groundwater system throughout the ARBOR Reach is roughly positioned at the flow line of the River and construction will not change this configuration.

4.12.1 Taylor Yard G2 Parcel

Acquisition of the G2 Parcel is essential to the implementation of the Project in Reach 6. Specifically, it is vital to the ecosystem restoration designed for Reach 6 and would not result in any substantial physical changes to the environment or change the method of construction assumed in the hazardous waste and material analysis within the previously certified IFR EIS/EIR. Therefore, no new significant impacts would occur.

Since 1985, a number of soil, soil gas, and groundwater investigations have been conducted on the site. These investigations have identified chemicals in the soil, and specifically: petroleum hydrocarbon (TPH), arsenic and lead at concentrations exceeding the United States Environmental Protection Agency (USEPA) Region 9 Regional Screening Levels for industrial soil. Furthermore, volatile organic compounds (VOC) are at concentrations exceeding the California Human Health Screening Levels (CHHSLs) for commercial/industrial land use. In 2013, Union Pacific (UP) proposed a Remedial Action Plan (RAP) that would clean up the site for industrial uses and remove contaminated soils, capping all or most of the remedial action areas with future

building foundation slabs and paved areas for parking lots, in conjunction with future redevelopment of the site. The UP RAP includes vapor barriers and a vapor mitigation system that would be installed during construction and the reconfiguration of a portion of the G2 Parcel to reduce VOC concentrations. Passive soil bioventing wells would also be installed to treat petroleum hydrocarbons located deep within the soil.

On January 8, 2014, DTSC adopted a Negative Declaration and on February 14, 2014, approved the UP RAP. According to the Negative Declaration, the UP RAP is in compliance with applicable laws and regulations governing excavation, treatment, and disposal of contaminated soils and groundwater. Any use of the G2 Parcel is subject to consultation with the DTSC. The approved UP RAP will be subject to revision and approval by DTSC as applicable, to support other uses proposed by the City, such as recreation and ecological habitat.

As discussed above, a RAP to bring the G2 Parcel to industrial CHHSLs has been approved by the DTSC. The City met with DTSC representatives in November 2016 to discuss the City's proposed interim plans for the G2 Parcel. Upon acquisition of the G2 Parcel, the City will initiate work with DTSC to revise or replace the UP RAP and remediate the G2 Parcel to a standard different than industrial use. The City has informally consulted with DTSC staff, and has been advised that a shorter term (1-3 year), phased remediation is a possibility. The City is exploring the potential for interim uses of the G2 Parcel in during the phased remediation. Once specific proposals for interim uses are identified, the uses and any potential site improvements will be evaluated for consistency with the IFR EIS/EIR.

The City's phased remediation would be performed such that interim uses of G2 Parcel would be safe and allowable. G2 Parcel contamination occurs in roughly three concentrated areas with elevated levels of contamination. These areas are separated by areas thought to have lower levels of contamination. G2 Parcel uses would be configured to utilize these areas, based on a combination of strategies, including constructing elevated walkways for public access. Bio-remediation (i.e. natural air venting, plant uptake of soil contamination, etc.) would be considered and potentially located in areas of elevated contamination. Interim uses would be separated from the areas with elevated levels of contamination. Phased site remediation and use would be done in consultation with DTSC and subject to the agency's approval.

There are three pipelines within 1500 feet of the G2 Parcel. Based on correspondence with the Office of the State Fire Marshal (OSFM), the City has determined that the G2 Parcel is in compliance with the Elder Pipeline Safety Act (California Government Code Section 51010 et. Seq) and the United States Department of Transportation Code of Federal Regulations (49 CFR Part 195). The pipelines do not pose a significant risk to public safety and health according to the OSFM and the Pipeline and Hazardous Material Safety Administration (PHMSA).

The Project and Acquisition of the G2 Parcel, as described in this Addendum and in consultation with DTSC, would not result in any new or substantially different impacts to public health and safety than analyzed in the certified IFR EIR/EIS. With implementation of approved mitigation measures, impacts would remain less than significant.

4.12.2 Mitigation Measures

The following mitigation measures are included in the certified IFR EIS/EIR. All of the mitigation measures apply and will be implemented for the Project and at the G2 Parcel. No revisions to the mitigation measures are required.

PHS1: A rigorous review of the HTRW sites identified as those with potential impacts on the project would be conducted. The review would include obtaining and reviewing regulatory files, site visits, and discussions with regulators and others about the severity of the contamination. Following this review, Phase I or II environmental site assessments would be conducted as necessary. In areas where existing information is limited, environmental investigations shall follow industry approved protocols for conducting Phase I and Phase II investigations as needed. The sponsor shall not provide lands for project construction without first ensuring that it has undertaken adequate investigation and determined there is no contamination of concern for the relevant parcel or, where contamination is identified, has remediated or ensured remediation of the parcel to the standards necessary to support the restoration project, as agreed by the relevant regulatory agency and USACE. Coordination and consultation with the appropriate regulatory agencies, including the USEPA and California lead agency (usually the LARWQCB or the DTSC), and responsible parties, as necessary, would begin as early as possible regarding investigation and remediation at the San Fernando Valley Superfund Site and Taylor Yard G1 and G2 sites, as well as the LATC site as needed. The City would conduct remediation at contaminated sites prior to construction of restoration features at those sites. EMG confirmed with DTSC at a November 2016 meeting that the DTSC would be the sole lead agency throughout cleanup of the G2 Parcel.

PHS 2: A new ecological risk assessment would be performed for the Taylor Yards G1 and G2 properties. The risk assessment would include risk calculations and analyses for recreational human health standards.

PHS 3: Prior to the start of construction, the USACE will develop engineering specifications and plans that will include a written environmental protection plan. This plan will include a written pollution prevention plan that outlines the actions needed to respond to spills or release of hazardous materials during construction or maintenance activities. The environmental protection plan will describe hazardous materials management and spill prevention and response methods. The plan will be reviewed with all site workers.

Construction

PHS 4: City will request increased police presence within the Project area, particularly during episodes of increased water levels and flow velocities.

PHS 5: Fire extinguishers or other firefighting equipment (such as drums of water) will be close at hand during construction, regularly inspected, and maintained in proper working condition.

PHS 6: Equipment with internal combustion engines will be placed so that exhaust is not near combustible materials.

PHS 7: Combustible or flammable materials will be properly stored and proper clearance around these materials would be maintained.

PHS 8: A site-specific health and safety plan will be prepared and reviewed with all workers detailing methods of compliance with occupational health and safety regulations, emergency response actions, and include the route to the nearest emergency medical facility.

PHS 9: Relevant paperwork such as material safety data sheets and chain-of- custody documents recording the transport and disposal of hazardous materials and waste will be maintained and available for inspection.

PHS 10: All hazardous materials would be removed from the site when construction or maintenance activities were completed if not before.

PHS 11: Construction sites will be fenced to prevent unauthorized access.

Operations

PHS 12: Operations of the Project would include public education on hazards associated with the river channel, including risk of water-related injury and drownings.

PHS 13: The City will coordinate as needed with vector control agencies after completion of construction.

4.13 Utilities and Public Services

According to the IFR EIS/EIR (see Section 5.12 of the IFR EIS/IER), impact on existing utilities would be less than significant, when appropriate BMPs and mitigations are implemented. Potential impacts would be related to the need to remove power lines and sewers and to additional water needs for irrigation. Six power lines occur in Reach 6 at G2 Parcel and two at Reach 7 which would need to be relocated, including utility towers along the bank, to allow construction, operation, and maintenance of the Project. Such lines would be relocated less than 10 miles away, but outside the footprint of the Project to allow construction, operation and maintenance. Five additional towers and associated power lines in Reach 8 would require relocation. The proposed excavation within Reach 8 would also require the relocation of two sewer lines. Drought tolerant native plants would be planted and temporary water irrigation support would be needed until vegetation is established. In addition, storm water management plans will be prepared before construction and debris generation would not exceed current landfill capacity.

4.13.1 Taylor Yard G2 Parcel

Acquisition of the G2 Parcel is essential to the implementation of the Project. Specifically, it is vital to the ecosystem restoration designed for Reach 6 and would not result in any substantial physical changes to the environment or change the method of construction assumed in the public facilities and services analysis within the previously certified IFR EIS/EIR. Some trees may be planted, requiring irrigation support as they become established. However, no new significant impacts related to utilities would occur.

Acquisition of the G2 Parcel would not include new housing or non-residential developments that would substantially increase the residential or employee populations in the area; thus, the demand for additional public services would not increase substantially.

As such, the Project and Acquisition of the G2 Parcel would not result in any new or substantially different impacts to utilities and public services and impacts would continue to be less than significant.

4.13.2 Mitigation Measures

The following mitigation measures are included in the certified IFR EIS/EIR. All of the mitigation measures apply and will be implemented for the Project and at the G2 Parcel. No revisions to the mitigation measures are required.

Construction

UPS 1: Develop a utility management plan.

UPS 2: Obtain a Private Solid Waste Hauler Permit from the City's Bureau of Sanitation prior to collecting, hauling and transporting waste.

UPS 3: Recycle/reuse construction debris to the extent possible.

UPS 4: Dispose of excess debris to City-certified waste processing facility.

UPS 5: Stagger construction of daylighting outfalls in order to minimize reduction in capacity of the stormwater system.

Section 5.0 Conclusion

As demonstrated in the analysis in this Addendum, under CEQA, the proposed action, Acquisition of the G2 Parcel, may tier off the IFR EIS/EIR because it is consistent with the Project and certified IFR EIS/EIR, and it is consistent with the applicable local land use plans and zoning. In addition, Acquisition of the G2 Parcel is not subject to CEQA, Public Resources Code Section 21166/CEQA Guidelines 15164, because:

- No substantial changes are proposed to the Project which will require major revisions of the previously prepared and certified EIR;
- No substantial changes have occurred with respect to the circumstances under which the Project is being undertaken; and
- No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, has been identified.

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Addendum Appendices A, B, C and D are available online at:

<http://eng.lacity.org/techdocs/emg/lariver.htm>

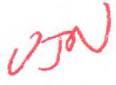
FOR DISCUSSION PURPOSES ONLY

TAYLOR YARD G2 USACE LA RIVER ECOSYSTEM RESTORATION PLAN PROJECT COST (effective May 10, 2016)		COST BY FISCAL YEAR (FY), FOR PROJECT COMPONENTS									
Project Component	Project Component Costs (in millions)	FY '16-'17	FY '17-'18	FY '18-'19	FY '19-'20	FY '20-'21	FY '21-'22	FY '22-'23	FY '23-'24	FY '24-'25	FY '25-'26
G2 Land Acquisition "As Is", minus \$14.7 million Remediation Escrow account	\$44.6	\$44.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
1) Remediation Costs (\$115.7M), for Revision of Remedial Action Plan, Soil Excavation/treatment/removal. 2) Labor Costs (\$5.0M), for design and const. mang., const. inspection	\$120.7	\$0.5	\$2.0	\$2.0	\$2.0	\$22.2	\$23.0	\$23.0	\$23.0	\$23.0	\$0.0
Escalation Cost (\$16.3M) applied to remediation and site improvement cost, excludes land acquisition. Calculated using 4yrs @ 3%, and applied over 5 yrs starting FY '20-'21	\$16.3	\$0.0	\$0.0	\$0.0	\$0.0	\$3.3	\$3.3	\$3.3	\$3.2	\$3.2	\$0.0
8.3% Project Contingency (\$17.1M), applied evenly during construction starting FY '20-'21	\$17.1	\$0.0	\$0.0	\$0.0	\$0.0	\$3.4	\$3.4	\$3.4	\$3.4	\$3.5	\$0.0
1) Site Maintenance Costs (\$0.2M), for site fencing, maintenance, weed abatement, stormwater mitigation, etc. 2) City's share (\$13.7M), for wildlife habitat restoration and recreational improvements for Reach 6 of USACE Plan. Includes design, construction, and CM costs.	\$13.9	\$0.1	\$0.1	\$0.7	\$0.7	\$0.7	\$0.7	\$2.8	\$2.7	\$2.7	\$2.7
Interim Uses (Phase I only), includes design, construction and site assessments	\$14.1	\$0.5	\$6.8	\$6.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
TOTAL CITY COST	\$226.7	\$45.7	\$8.9	\$9.5	\$2.7	\$29.6	\$30.4	\$32.5	\$32.3	\$32.4	\$2.7
Fish and Wildlife Habitat Restoration & Recreation Improvements (<i>Federal Contribution by the USACE</i>)	\$25.4	\$0.0	\$0.0	\$0.5	\$0.5	\$0.6	\$0.6	\$5.8	\$5.8	\$5.8	\$5.8
<u>Total Project Cost[1]</u>	\$252.1	\$45.7	\$8.9	\$10.0	\$3.2	\$30.2	\$31.0	\$38.3	\$38.1	\$38.2	\$8.5

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: December 21, 2016

TO: Matias Farfan, Assistant Chief Legislative Analyst
Curt Holguin, Deputy City Attorney

FROM: Uduak-Joe Ntuk, Petroleum Administrator 
Office of Petroleum and Natural Gas Administration and Safety

SUBJECT: Taylor Yard G2 Oil Pipeline Assessment (Council File No. 13-1641)

I. CONCLUSION

There are three pipelines within 1500 ft. of the Taylor Yard G2 Parcel located at 2850 Kerr Street, Los Angeles, CA 90065. Parcel G2 is in compliance with Elder Pipeline Safety Act (California Government Code Section 51010 et. Seq) and the United States Department of Transportation Code of Federal Regulations (49 CFR Part 195). They do not pose a significant risk to public safety and health according to the Office of the State Fire Marshal (OSFM) and the Pipeline and Hazardous Material Safety Administration (PHMSA).

II. BACKGROUND ON PIPELINES

A key City condition to close-of-escrow on its proposed purchase of the Parcel G2 is a City determination that "there is no significant risk to public safety and health" created by crude oil pipeline operations on Parcel G2. City records show that Pacific Pipeline System Inc. (PPS) has such pipeline operations on Parcel G2 under an easement agreement with the Parcel's current owner, Union Pacific (UP). The pipeline will continue to operate on Parcel G2 after close-of-escrow because the City-UP Purchase Agreement provides that City will purchase the Parcel "subject to" a reserved UP utility easement containing the PPS pipelines. PPS submits periodic reports on their pipelines to the OSFM.

III. CITY DUE DILIGENCE ON PIPELINES

During the last six months, the City Team has undertaken following due diligence steps aimed at determining the condition (safe or not safe) of the PPS pipelines.

- (1) City Conversations with PPS Staff - City Attorney and City staff (LADOT) held a conference call with Greg Armentrout (PPS – state and local government liaison) on June 30, 2016. While Mr. Armentrout refused to provide City with any records of the PPS pipelines, but he did volunteered that:

- a. PPS pipelines were built in late 1990's under terms of a now expired City-PPS Franchise Agreement. That Agreement expired in 2013, but City and PPS have continued the franchise relationship AS IF the Agreement were still in effect pending negotiation of a new franchise,
 - b. PPS pipelines are a single hull construction with no in-built leak detection system (for oil releases) and no early warning system (for major releases such as ruptures), and
 - c. PPS pipeline which runs through Parcel G2 had a "mechanical equipment failure a couple of miles north in the Atwater community in 2010".
- (2) OSFM Conversations with City Staff - OSFM staff (Daniel Hastert) indicated to City's Petroleum Administrator (Uduak-Joe Ntuk) in telephone calls on October 20, 2016 that maps of the pipelines on site could not be shared due to the highly sensitive geophysical nature of the data. That data is likely exempt from disclosure requirements under Section 6254(e) of the California Government Code. However, pipeline records could be physically reviewed in person and other relevant information could be obtained through a Public Records Act Request. The bottom line of these conversations were that the PPS pipelines are currently compliant and records are located in the OSFM regional office in Lakewood, CA.
- (3) Petroleum Administrator visit to OSFM Regional Office – The Los Angeles Petroleum Administrator visited the OSFM regional office on October 25, 2016 to review and inspect the pressure testing, internal pigging, spill reports and other records of the PPS pipelines. The 2010 Atwater Village Incident report was reviewed and records showed the oil spill was caused by mechanical failure of a valve. All documents were physically reviewed with OSFM staff and the Administrator. OSFM staff disclosed they typically produce letters for municipal governments on the status of pipelines within their jurisdictions and could issue such a letter for the City of Los Angeles.
- (4) City Compliance Letter Request to OSFM - On October 31, 2016, the Petroleum Administrator submitted an email request to OSFM for a compliance letter on the PPS records related to the condition (safe or not safe) of the PPS pipelines. OSFM advised City that it would treat that email as a Public Records Act Request which requires OSFM to deliver the PPS letter within 10 days. The City received a compliance letter back on November 16th from Supervising Pipeline Engineer, Chuck Mac Donald, which stated the OSFM records for 1,500 ft. around the Parcel G2 showed:

- a. The two crude oil pipelines (Plains Line 63 and Plains Line 2000) are owned by Plains All American (Plains) and operated by PPS are within 1500 ft., however only Plains Line 2000 runs through Parcel G2.
- b. Records showed the Plains Line 63 (OSFM ID #0125) was constructed in 1950 out of carbon steel material with 14" and 20" sections for a total of 116 miles. The records also showed that Plains Line 2000 (OSFM ID #0987) was built in 1998 out of carbon steel material with 10", 14", and 20" sections for a total of 119 miles.
- c. The OSFM was not able to provide average or maximum flow rates, but they did disclose the maximum operating pressures of Plains Line 63 is 1050 psi and Plains Line 2000 is 1779 psi.
- d. Pipeline Test Reports showed that Plains Line 63 passed a pressure test on April 17, 2016. Plains Line 2000 had internal Smart Pig inspection completed on April 24, 2014 and a standard PHSMA inspection on October 1, 2015. They did not report a pressure test for Line 2000 since the 2014 Smart Pig inspection met the testing frequency requirement. Both lines are on the five (5) year testing frequency schedules in accordance with OSFM and PHSMA regulations.
- e. While each line had histories of reportable spills (eight spills in total) there were none within 1500 ft. of the G2 Parcel. The OSFM confirmed that Plains is in compliance with federal and state laws regarding maintenance and operation of their pipeline at this site.
- f. Insurance Records showed that Plains currently has Commercial General Liability, S&A Pollution, Automobile Liability, Excess Liability Claims, and Workers Compensation and Employers Liability for an approximate coverage amount of \$40 million for the two pipelines.

- (5) City Research of CPUC Website for SFPP Records – There was a second pipeline operator on Parcel G2, Santa Fe Pacific Pipeline (SFPP), but City staff (City Attorney/CLA) research of the California Public Utility Commission (CPUC) website revealed that SFPP has terminated its operations on Parcel G2 and abandoned in place south of the Parcel. City staff (City Attorney/Petroleum Administrator) confirmed from UP that the SFPP pipelines were abandoned in 2009. As such, the City has no need to determine the condition of the SFPP pipeline.

IV. Plains All American

Plains All American has a poor track record of pipeline maintenance and spills. They were responsible for the 2015 Refugio Oil spill off the coast of Santa Barbara that released 105,000 gallons of crude oil into the Pacific Ocean. In 2014 a Plains pipeline ruptured in Atwater Village that sent more than 18,000 gallons of crude oil running into the City's streets. In recent years the company has been cited for ten (10) oil spills that violated the Clean Water Act in Texas, Louisiana, Oklahoma and Kansas. In 2010, Plains settled with the EPA agreeing to pay \$3.2 million in civil penalties. In each spill

incident, including Atwater Village, Plains has paid for the associated clean-up costs and penalties.

The Plains pipelines on or near the G2 Parcel are not covered within the franchise agreement terms because they currently do not run through a public right of way in this area. According to Victor Parker, City Director of Risk Management, we cannot require them to hold the \$100 million in insurance coverage as is the standard requirement of our franchise agreements. In the future, after the purchase of the G2 Parcel, we can negotiate increased insurance coverage and indemnification. According to Mr. Parker, Plains does have the type of insurance that we typically require (general liability, pollution and auto) in a franchise agreement.

The two crude oil pipelines (Plains Line 63 / OSFM ID #0125 and Plains Line 2000 / OSFM ID #0987) owned by Plains All American have been tested to be safe according to state and federal laws regarding maintenance and operations. They do not pose any more significant risk to public safety and health than as any other regulated crude oil pipeline within the City of Los Angeles.

Should you have any questions, please do not hesitate to contact me directly at (213) 978-1697 or via e-mail at Uduak.Ntuk@lacity.org.

Attachments: 1. Public Records Act Request Compliance Letter from Office of the State Fire Marshall, dated November 16, 2016
 2. Oil Pipeline Easement Map of Taylor Yard G2 Property
 3. Pipeline and Hazardous Materials Safety Administration Map

cc: Taylor Yard G2 Team
 Jacqueline Wagner, City Administrative Officer
 David Roberts, Department of General Services
 Kendrick Okuda, Bureau of Engineering

**DEPARTMENT OF FORESTRY AND FIRE PROTECTION**

P. O. Box 944246
SACRAMENTO, CA 94244-2460
(916) 653-7772
Website: www.fire.ca.gov



November 16, 2016

Mr. Uduak-Joe Ntuk
Petroleum Administrator
Department of Public Works
City of Los Angeles
200 N. Spring Street, Rm 361 (MS 465)
Los Angeles, CA 90012

RE: Public Records Act Request 16-P-561 Plains All American Line 63 (OSFM Line # 0125) and Line 2000 (OSFM Line # 0987)

Dear Mr. Ntuk,

The Office of the State Fire Marshal (OSFM) conducted a records search of OSFM Line Numbers 0125 and 2000 in response to your email requests for information dated October 31, 2016 and November 2, 2016 concerning pipelines running through or within 1,500 feet of the Taylor Yard G-2 site located at 2850 Kerr Street, Los Angeles, CA 90065 (Taylor Yard). Our records show two pipelines running through or within 1,500 feet of the Taylor Yard. The identified pipelines are owned by Plains All American Pipelines and operated by its subsidiary Pacific Pipeline Systems Incorporated (collectively referred to herein as Plains). The information contained below was used to answer your questions where possible. In some instances, the OSFM records did not contain information responsive to your questions and therefore is not included in this letter. Based on conversations with you, it is our understanding that you are not interested in obtaining the physical documents which contain the information below, but are only interested in receiving this letter. If you wish to receive copies of the documents containing the information below please contact us to arrange for their delivery.

The OFSM confirms that Plains is in compliance with federal and state laws and regulations regarding the maintenance and operation of the above referenced pipelines located in or within 1,500 feet of the Taylor Yard G-2.

Plains Line 2000 is the line that runs through the Taylor Yard site. This line extends from Emidio Station in Kern County, CA to LA Pump Station; this pipe is 14" and 20" in sections that extend approximately 119 miles long, was constructed in 1998 and is made of carbon steel. This pipeline had an internal inspection (Smart Pig) test completed on April 24, 2014. The last standard inspection of this pipeline was completed on October 1, 2015. We cannot provide a maximum or average volume flow as it depends on the type of oil being carried. The maximum operating pressure is 1779 psi. We cannot give the length of pipeline on the property. According to our records, this line has had three reportable spills:

- May 15, 2014 at 5145 West San Fernando Road, Los Angeles. A total of 331 barrels of oil were released due to equipment failure.
- July 23, 2007 at highway 166, Wheeler Ridge Road in Kern County. A total of 400 barrels of oil were released due to external corrosion.
- April 15, 1999 at Grapevine Station in Kern County. A total of 480 barrels of oil were released due to equipment failure as a result of manufacturer defect.

Plains Line 63 is the line that runs along San Fernando Road. This line extends from Kelley Pump Station in Kern County, CA to the BP Los Angeles Refinery; this pipe is 10", 14", and 20" in sections that extend a total length of approximately 116 miles. This line was originally constructed in 1950 with carbon steel. This section of pipe was pressure tested on April 17, 2016, and the pipe passed the test. We cannot provide a maximum or average volume flow. The maximum operating pressure is 1050 PSI. This pipeline has an Outside Diameter of 0.312 and is Grade X-32. This pipeline does not enter into the property that was requested. The last standard inspection of this pipeline was conducted on March 14, 2016. According to our records, this line has five reportable spills:

- March 22, 2010 inside of Kelly Station in Kern County. A total of 240 barrels of oil were released due to a failure caused by internal corrosion.
- March 23, 2005 at Posey Canyon near Pyramid Lake - 1 mile east of Interstate 5. A total of 3393 barrels of oil were released due to a failure caused by a massive landslide.
- April 06, 1993 on the East side of I-5, 5.2 miles north of Four Corners Tejon Station in Kern County. The failure was caused by poor welding and ground movement.
- May 08, 1998 in Long Beach, on Elm Street between South Street & 59th Street. A total of 750 barrels of oil were released due to a failure caused by a manufacturer defect.
- August 08, 1986 at Honor Rancho – non-jurisdictional leak.

There are no records of any leaks, spills or fires within 1,500 feet of 2850 Kerr St. Los Angeles, CA 90065.

Plains is required to operate and maintain its pipelines in accordance with the Elder Pipeline Safety Act (California Government Code Section 51010 et. seq.) and the U.S. DOT Code of Federal Regulations (49 CFR Part 195).

We cannot give an accurate depth of the pipeline at this time. Each pipeline is required to be at a minimum of 36-inches in depth when it is constructed.

Neither pipeline is currently on the OSFM High Risk Pipeline List.

Insurance information: All policies expire June 1, 2017.

1. Liberty Mutual Insurance Europe Limited: Commercial General Liability, S&A Pollution, Gen'l Aggregate Limit applies per policy
 - Each Occurrence \$1,000,000
 - Personal & Adv. Injury \$1,000,000
 - General Aggregate \$2,000,000
 - Products- Comp/Op Agg \$2,000,000
2. National Union Fire Ins. Co Pitts. PA: Automobile Liability
 - Any Auto Combined Single Limit \$1,000,000
3. Liberty Mutual Insurance Europe Limited and Lloyd's of London and Various Cos.:

Excess Liab, Claims-Made

- Each Occurrence \$35,000,000
- Aggregate \$35,000,000

4. New Hampshire Insurance Company: Workers Compensation and Employers Liability

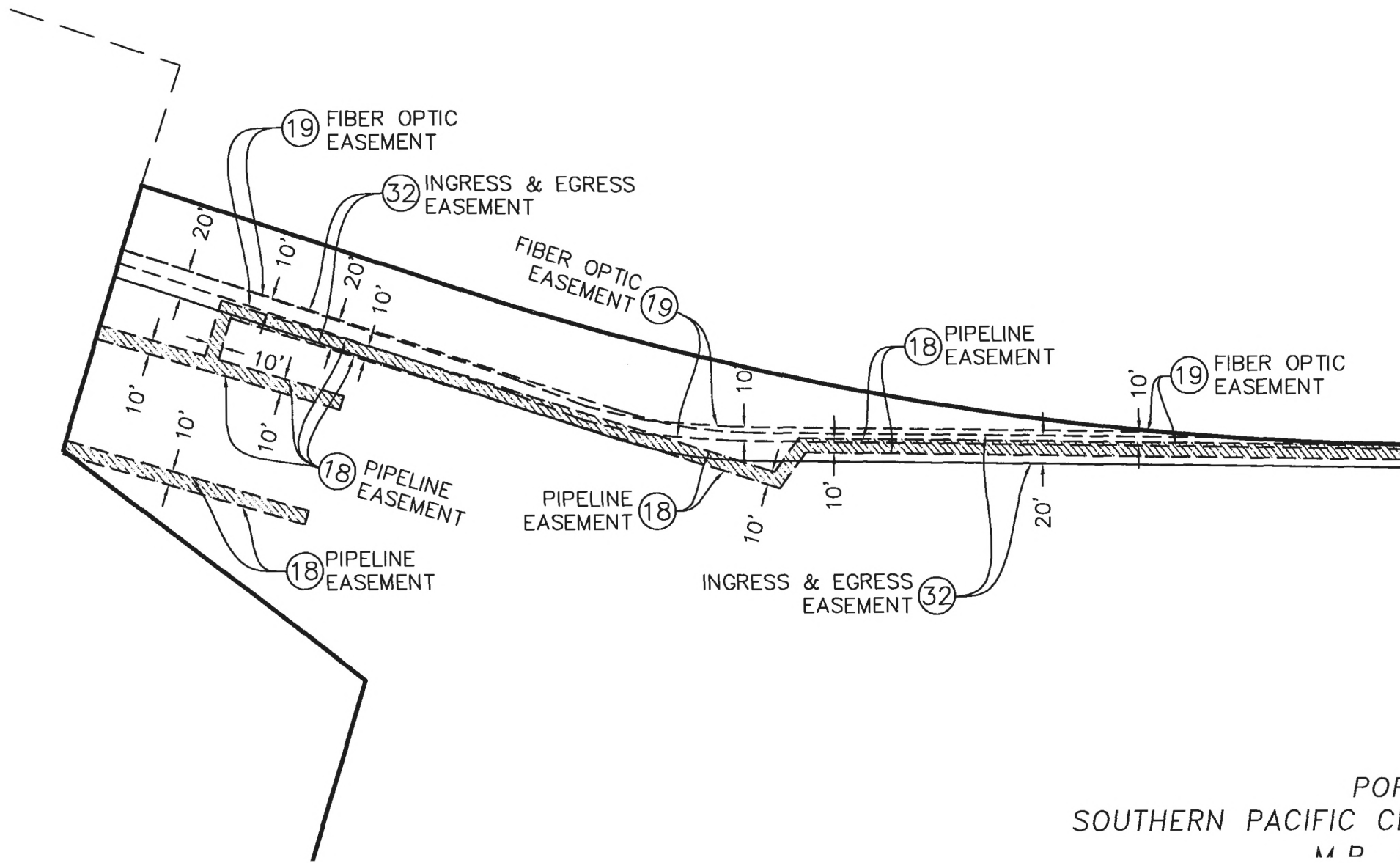
- E.L. Each Accident \$2,000,000
- E.L. Disease – EA Employee \$2,000,000
- E.L. Disease – Policy Limit \$2,000,000

If you have any questions, please do not hesitate to contact Chuck Mac Donald at (562)497-9100 or chuck.macdonald@fire.ca.gov.

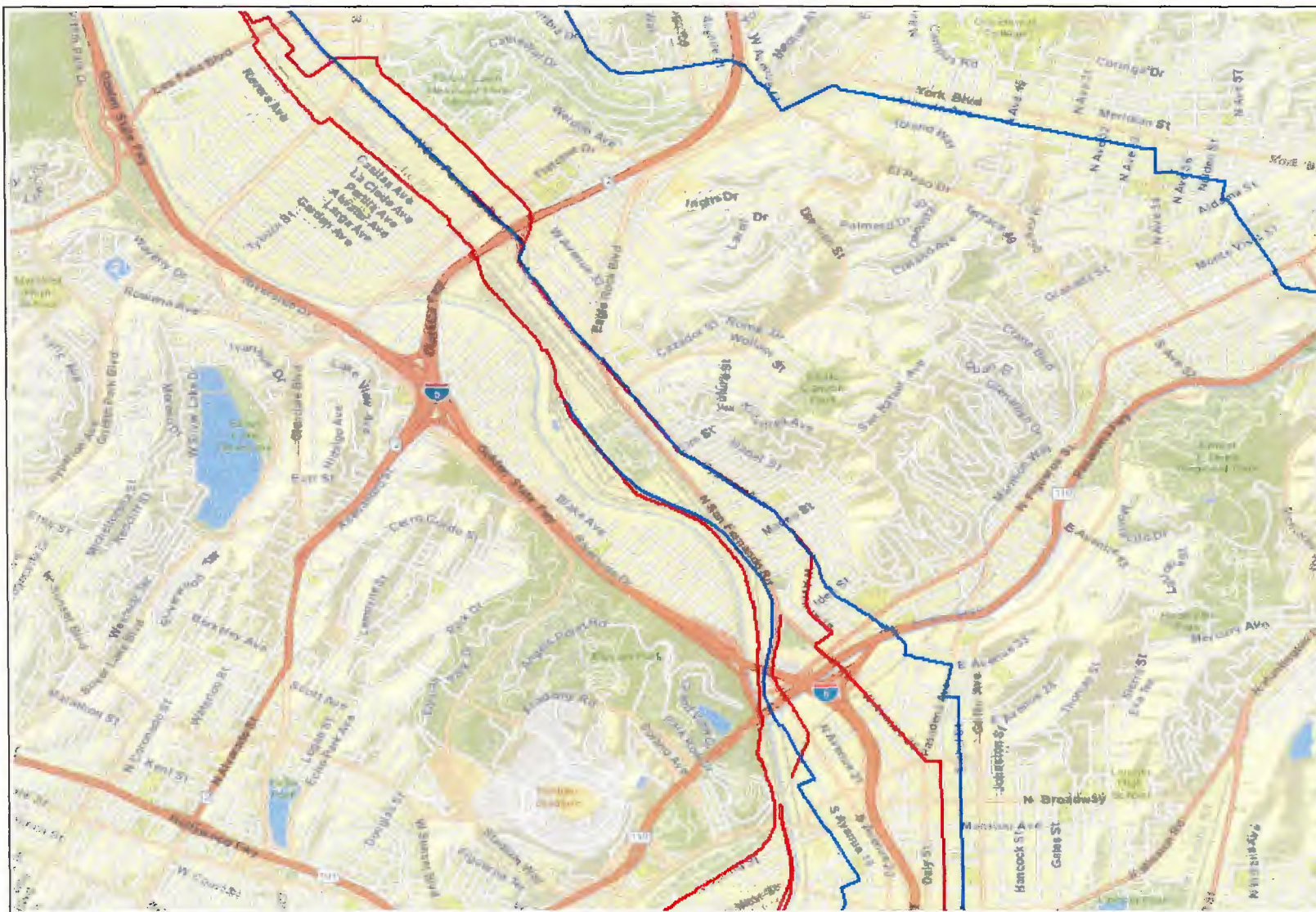
Sincerely,

A handwritten signature in black ink that reads "Chuck Mac Donald". The signature is written in a cursive, slightly slanted style.

Chuck Mac Donald
Supervising Pipeline Engineer



NATIONAL PIPELINE MAPPING SYSTEM



Legend

- Gas Transmission Pipelines
- Hazardous Liquid Pipelines

0 0.3 Miles

Pipelines depicted on this map represent gas transmission and hazardous liquid lines only. Gathering and gas distribution systems are not represented.

This map should never be used as a substitute for contacting a one-call center prior to excavation activities. Please call 811 before any digging occurs.

Questions regarding this map or its contents are directed to npms-nr@mbakercorp.com.

Projection: Geographic

Datum: NAD83

Map produced by the NPMS Public Viewer at www.npms.phmsa.dot.gov

Date Printed: Oct 04, 2016



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**BUREAU OF
ENGINEERING**

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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) and the Mayor's River Team 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 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. The Mayor's River Team focused on the identification of possible revenue sources, and BOE focused on the plan for the utilization of the G2 parcel and a budgetary assessment.

The G2 site is approximately 41.5 acres, consisting of 40.5 acres of open space and 1.0 acre 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).

PHASED REMEDIATION AND PHASED SITE USE COSTS

BOE has developed preliminary concepts for potential phased remediation and phased interim site uses. The objective of a phased approach is to allow more immediate public use and revenue-generating public or leased activities of the cleaner areas of the site, as deemed safe and allowable by DTSC. Implementation of interim uses would be done in consultation with DTSC and the surrounding community.

BOE has explored a three Phased approach to site use that could be implemented over approximately five years. Phase I of interim use would initially consist of installing both perimeter and internal fencing to prohibit access to contaminated areas. Usable cleaner areas, identified to consist of about 10.5 of the 41.5 acres, would undergo remediation to a level appropriate for the proposed uses in consultation with DTSC, and could



require the installation of a vapor barrier and/or vapor venting system, importing and placing a buffer of clean soil, and/or placement of a concrete buffer. Areas not improved by Phase I of interim use would be fenced to restrict access, with potential bio-remediation features installed such as natural air venting. As part of the proposed Purchase and Sale Agreement for the G2 parcel, the seller, Union Pacific Railroad Company, will deposit \$14.7 million into a Remediation Escrow Account to be used to offset City costs as it remediates the site. The goal of consultation with DTSC on remediation strategies is to obtain their approval on the phased areas and obtain reimbursement of the remediation costs from the Remediation Escrow Account.

Once the remediation effort in the usable areas is approved by DTSC, the City could take advantage of existing onsite features to create activities such as an amphitheater/performance area; large elevated platforms for hosting private events or parties, classes, and/or small-scale concerts; a campsite for youth groups, private rentals, educational nature programs, and/or filming; trails for river viewing and bird watching; construction laydown areas for High Speed Rail or other nearby construction activities; parking for City or private vehicles; community, cultural, private, or non-profit events; public-private partnership uses; exhibition space; education; and research.

Although highly dependent on input from DTSC and the community, BOE estimates the remediation and implementation of Phase I could cost approximately \$3.3 million for site approvals and design, and \$10.8 million to construct, totaling \$14.1 million. Phase II could implement additional parking, kayaking access to the river, and larger usable spaces for large-scale events, for an estimated total cost of \$6.7 million (for site approvals, design, and construction). Phase III could consist of bio-remediation using native tree uptake of soil contamination and would have an estimated total cost of \$27.2 million (for site approvals, design, and construction). The total estimated cost of all three Phases is \$48.0 million.

Regional public agencies that have experience in leasing open space, facilities, and park sites in pre-development interim phases include California State Parks, the Mountains Recreation and Conservation Authority, and the City of Culver City. City staff contacted each of these agencies for input in developing estimates for site leasing revenue. The City of Los Angeles also has experience, through the Department of Recreation and Parks, in generating revenue by leasing open space and park facilities for both special community and private events. Preparing the G2 site through remediation and access improvements for public use will create leasable space that will expand through sequential phases.

Assuming a variety of potential uses, approximately \$300,000-\$400,000 in annual revenue could be possible following Phase I remediation and interim improvements. Phase II interim improvements for additional community space would increase potential revenue generation by approximately \$15,000-\$20,000 annually, in addition to revenue from Phase I. Upon completion of Phase III interim improvements, up to approximately \$900,000 in annual revenue could be generated from all three Phases. This is consistent with what staff from California State Parks has described as revenue generated from interim uses at the Los Angeles State Historic Park in its interim state.

Other potential sources of project funding are itemized in the attached table.

It is noted that any specific interim use proposals will require future discretionary approval and evaluation for consistency with the certified LA River Ecosystem Restoration Project Integrated Feasibility Report (IFR) Environmental Impact Statement/Environmental Impact Report (EIS/EIR) and the Addendum associated with the acquisition of the parcel for compliance with the California Environmental Quality Act (CEQA). Because of the uncertainty of the nature and scope of these interim uses, potential environmental impacts will be evaluated when more detailed information is known. It is the intention of City staff to ensure the interim uses described herein are consistent with, and aid in the long-term implementation of, the LA River Ecosystem Restoration Feasibility Study Recommended Plan (also known as ARBOR).

For questions, please call Chief Deputy City Engineer Deborah Weintraub at (213) 485-5499.

Sincerely,



Gary Lee Moore, City Engineer
Bureau of Engineering

Attachment: Taylor Yard G2 – Potential Sources of Funds

Q:\exe\GLM\City Engineer\GLM Signed Documents\BOE G2 Interim Use B&F Report
Back 010517.doc

cc: Barbara Romero, Mayor's Office
Sharon Tso, Chief Legislative Analyst
Miguel Santana, City Administrative Officer
Tony Royster, Department of General Services
Matias Farfan, Chief Legislative Analyst
Jacqueline Wagner, City Administrative Officer
Christine Peters, Council District 13
Arturo Chavez, Council District 1
David Roberts, Department of General Services
Curt Holguin, 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
Katherine Doherty, Bureau of Engineering