

**ADDENDUM TO THE
LOS ANGELES AERIAL RAPID TRANSIT PROJECT
ENVIRONMENTAL IMPACT REPORT
LOS ANGELES, CALIFORNIA**

October 2026



State Clearinghouse No. 2020100007

CEQA Responsible Agency:

California Department of Parks and Recreation



CEQA Lead Agency:

Los Angeles County Metropolitan Transit Authority



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1.0 Introduction and Purpose of this Addendum

LA Aerial Rapid Transit Technologies LLC (LA ARTT), the Project Sponsor, is proposing the Los Angeles Aerial Rapid Transit Project (Project or LA ART). The Los Angeles County Metropolitan Transportation Authority (Metro) is the Lead Agency for the Project under the California Environmental Quality Act (CEQA). Metro certified the Los Angeles Aerial Rapid Transit Project Environmental Impact Report (LA ART EIR, State Clearinghouse No. 2020100007)¹ and approved the Project pursuant to Public Utilities Code section 130252 on December 4, 2025 (Approved Project).

The Approved Project would connect Los Angeles Union Station to the Dodger Stadium property via an aerial gondola system. The Approved Project would include an intermediate station (the Chinatown/State Park Station) at the southernmost entrance of the Los Angeles State Historic Park (LASHP or Park). The Chinatown/State Park Station would include Park amenities, including concessions and restrooms, a mobility hub, and hardscape and landscape improvements (Park Amenities). The LA ART EIR also analyzed potential impacts from a pedestrian bridge, identified as Design and Use Option E, that would connect the central portion of the LASHP to North Broadway (Pedestrian Bridge).

Per the LA ART EIR, the Approved Project requires California Department of Parks and Recreation (State Parks) approval. State Parks is a Responsible Agency under CEQA. The Los Angeles State Historic Park General Plan and Final Environmental Impact Report (LASHP General Plan) was approved by the California State Park and Recreation Commission in June 2005. The LASHP General Plan is a long-range management tool that provides guidelines for achieving the vision and purpose of the LASHP. Mitigation Measure LUP-A from the LA ART EIR requires the Approved Project to obtain an amendment to the LASHP General Plan Amendment (LASHP GPA) to allow transit uses within the LASHP. As part of the LASHP GPA process, minor refinements to the Park Amenities included as part of the Approved Project have been made (Modified Park Amenities), and additional hardscape and landscape improvements and Park amenities within the LASHP have been identified (Additional Park Improvements). It has also been determined that minor modifications to the Pedestrian Bridge are needed (Modified Pedestrian Bridge).

State Parks has prepared this Addendum to address the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified Pedestrian Bridge.

1.1 Project Background

Metro published the Draft LA ART EIR on October 17, 2022. On December 4, 2023, Metro published the Final LA ART EIR. Following the publication of the Final LA ART EIR, an Errata was published on February 10, 2024. On February 22, 2024, Metro certified the Final LA ART EIR, adopted a Mitigation Monitoring and Reporting Program, adopted CEQA Findings of Fact and a Statement of Overriding Considerations, and approved the Project.

¹ As used in this document, the Draft EIR (2022), Final EIR (2024), Errata (2024), Draft Supplemental EIR (2025), Final Supplemental EIR (2025), and Errata (2025) are collectively referred to as the LA ART EIR for the Project.

In response to the Court of Appeal's opinion in *Los Angeles Parks Alliance, et al. v. Los Angeles County Metropolitan Transportation Authority, et al.* (Case Nos. B340838, B340931),² Metro published a Draft LA ART Supplemental Environmental Impact Report (SEIR) on September 29, 2025. On November 19, 2025, Metro published the Final LA ART SEIR. On November 24, 2025, Metro published an Errata to the Final LA ART SEIR. On December 4, 2025, Metro set aside Metro's action on February 22, 2024, and recertified the LA ART EIR, as supplemented by the SEIR, and reapproved the Project (Approved Project).

1.2 CEQA Requirements and Purpose of this Addendum

Section 15164(a) of the CEQA Guidelines states that "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 of the CEQA Guidelines states that:

When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
- (3) 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 as complete or the Negative Declaration was adopted, shows any of the following:*
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;*
 - (C) 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, but the project proponents decline to adopt the mitigation measure or alternative; or*

² See *Los Angeles Parks Alliance, et al. v. Los Angeles County Metropolitan Transportation Authority, et al.* (Case Nos. B340838, B340931), available at: <https://www4.courts.ca.gov/opinions/nonpub/B340838.PDF>.

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

State Parks prepared this Addendum to the LA ART EIR because minor changes or additions to the LA ART EIR are needed to reflect the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified Pedestrian Bridge, but such modifications do not require preparation of a subsequent EIR. This Addendum clarifies or amplifies the information contained in the LA ART EIR and confirms that none of the conditions described in Section 15162 calling for preparation of a subsequent or supplemental EIR have occurred. This analysis has determined that there are no new significant environmental effects and no substantial increases in the severity of previously identified significant effects associated with the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified Pedestrian Bridge. There are no known mitigation measures or alternatives that were previously considered infeasible that are now feasible that would substantially reduce a previously identified significant effect on the environment. And there are no known mitigation measures or alternatives that are considerably different than those required by the LA ART EIR that would substantially reduce one or more significant effects on the environment identified in the LA ART EIR.

This Addendum analyzes the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified Pedestrian Bridge, which occur within State Parks' jurisdiction. The CEQA Guidelines state that "[w]hen considering alternatives or mitigation measures, a responsible agency is more limited than a lead agency. A responsible agency has responsibility for mitigating or avoiding only the direct or indirect environmental effects of those parts of the project" that are subject to its legal authority. (CEQA Guidelines, § 15096, subd. (g)(1).)

Circulation of this Addendum for public review is not required (CEQA Guidelines, § 15164, subd. (c)). The Addendum will be considered by State Parks in conjunction with the LA ART EIR and the Mitigation Monitoring and Reporting Program prior to approval of the LASHP GPA (CEQA Guidelines, § 15164, subd. (d)).

2.0 Project Description

2.1 Approved Project Description

The Project would connect Los Angeles Union Station (LAUS) to Dodger Stadium property via an aerial gondola system. The Project would include an intermediate station (the Chinatown/State Park Station) at the southernmost entrance of the LASHP. The Project would provide an aerial rapid transit option for visitors to Dodger Stadium, while also providing access between the Dodger Stadium property, the surrounding communities, including Chinatown, Mission Junction, Elysian Park, and Solano Canyon, and the LASHP, to the regional transit system accessible at LAUS. The aerial gondola system would be approximately 1.2 miles and consist of cables, three passenger stations, a non-passenger junction, towers, and gondola cabins. The Project would have a capacity of approximately 5,000 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately seven minutes. The Project would provide pedestrian improvements, including hardscape and landscape improvements, as well as amenities at the LASHP.

The Project would provide safe, zero-emission, environmentally friendly, and high-capacity transit connectivity in the Project area that would reduce greenhouse gas (GHG) emissions as a result of reduced vehicular congestion in and around Dodger Stadium and on neighborhood streets, arterial roadways, and freeways. The Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. See Figure 1 and Figure 2 for an overview of the Project location.

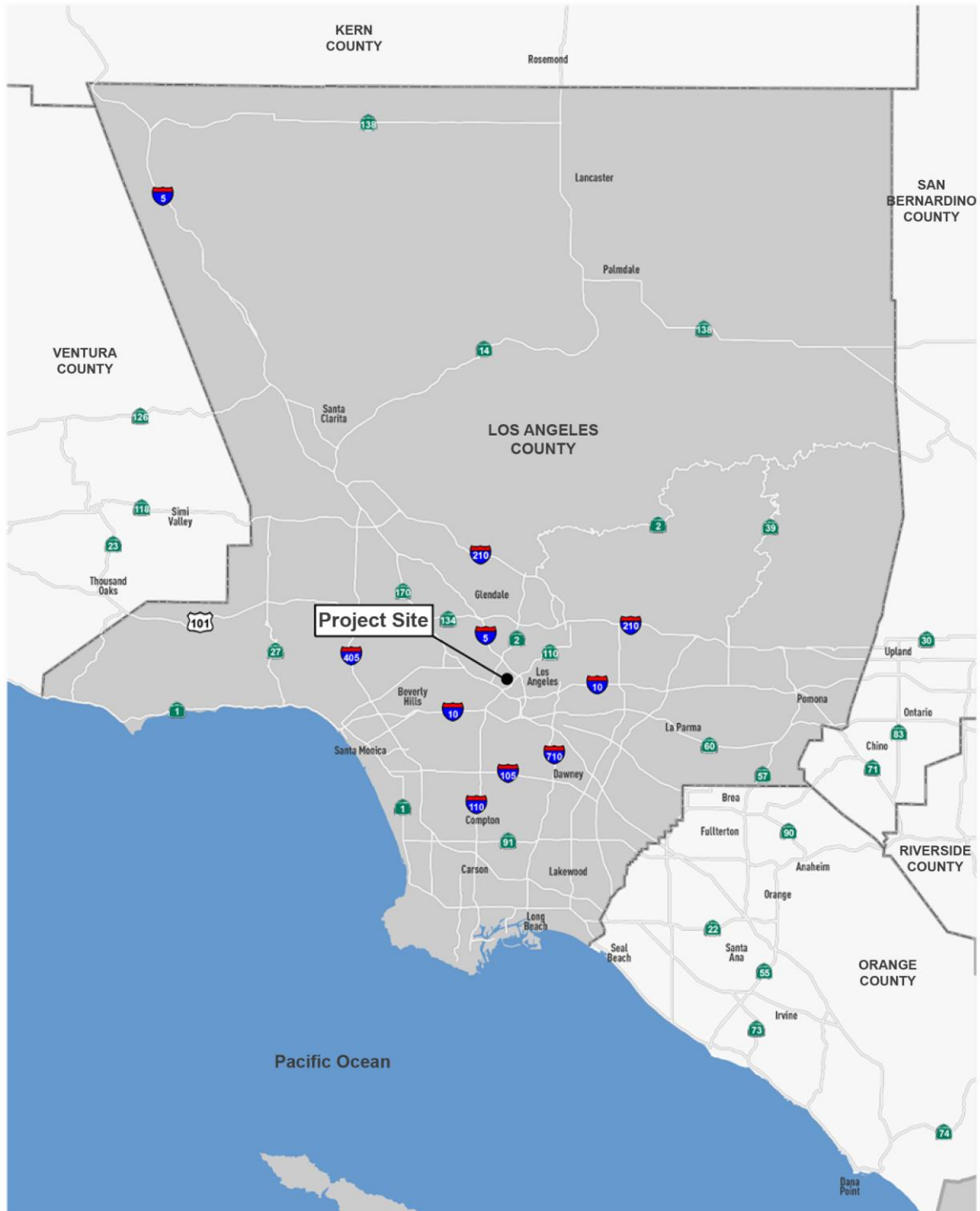


Figure 1: Regional Location Map

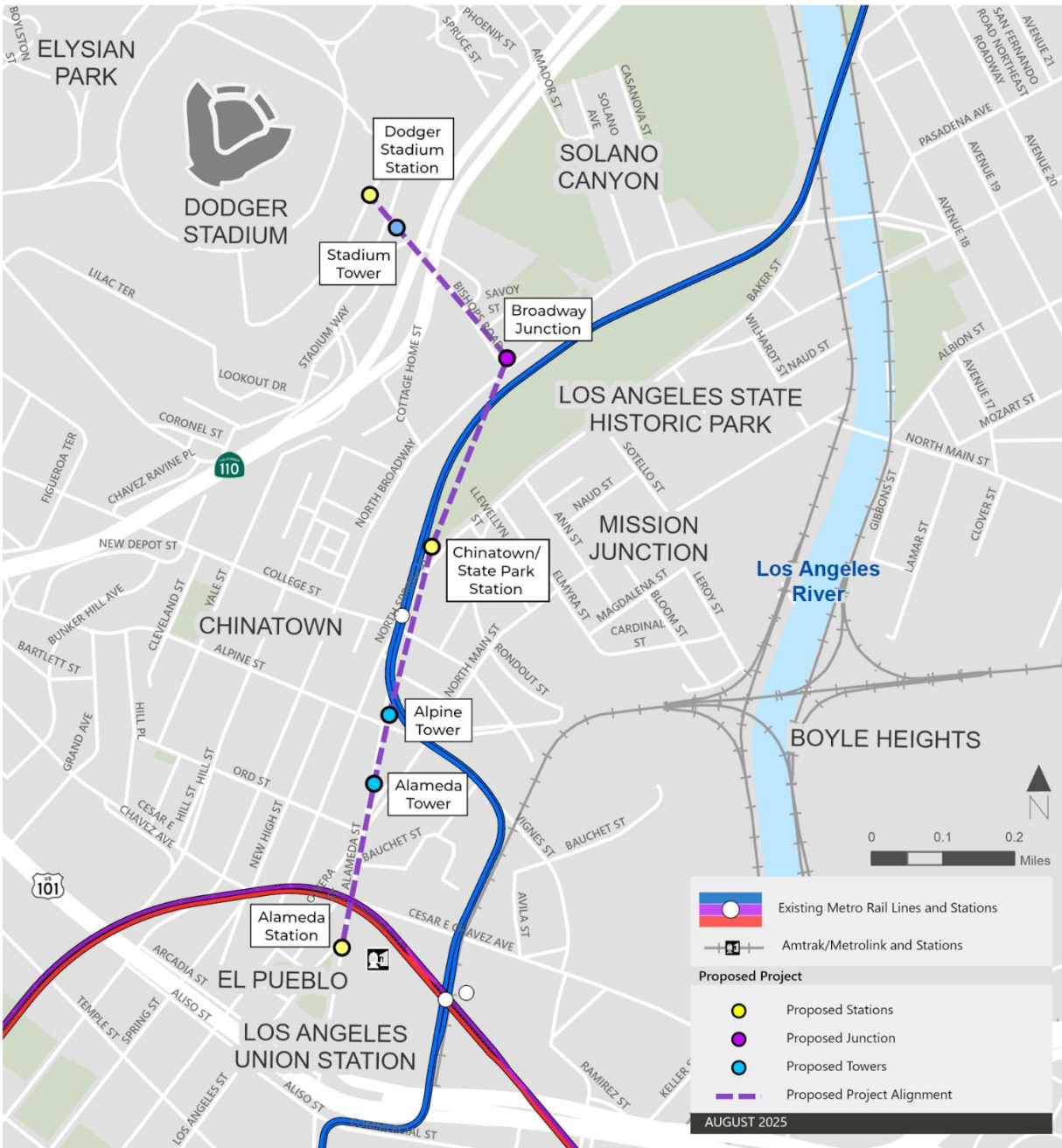


Figure 2: Approved Project Alignment

2.1.1 Approved Project Chinatown/State Park Station and Alignment Over LASHP

Chinatown/State Park Station would be located adjacent to Spring Street in the southernmost portion of the LASHP. The southern portion of the station would be located on City right-of-way, while the northern portion of the station would be integrated into the southern boundary of the LASHP. The station would be approximately 200 feet long, 80 feet wide, and 98 feet tall at its tallest point, with the passenger boarding platform approximately 50 feet above-grade. Access to the boarding platform would be from the mezzanine via elevators and stairs. Comprised of three levels, elevators and stairs from the ground level would lead up to a mezzanine, 27 feet above-grade, and ramps for the queuing area would lead up to the boarding platform, which is 50 feet above ground. The station would have a footprint of 2,195 square feet in the park, and the station canopy would have an overhang of 9,320 square feet over the park. See Figure 3 for the Approved Project Chinatown/State Park Station Buildout Conditions, including the Approved Project Park Amenities (see Section 2.1.2 below).

As described in the LA ART EIR, the Project alignment would cross over the westernmost edge of the LASHP, adjacent to the existing Metro A Line and the associated overhead catenary system. The Project's required aerial clearance width and Additional Separation Buffer and vertical clearance to the bottom of the cabins are unchanged from the LA ART EIR. See Figure 4 showing the Approved Project Chinatown/State Park Station and Alignment over LASHP.

The Approved Project, including the approved park amenities described in Section 2.1.2 below, would require the removal and replacement of 75 trees within the LASHP.

Chinatown/State Park Station would provide passenger access to Chinatown, the LASHP, and to nearby neighborhoods and land uses, including the Mission Junction neighborhood, which includes the William Mead Homes public housing complex.

There are no changes to the construction or operation of the Chinatown/Station Park Station or the alignment over LASHP. See Figure 3 for an overview of the Chinatown/Station Park Station footprint and Figure 4 for an overview of the Chinatown/Station Park Station footprint and alignment over the LASHP.

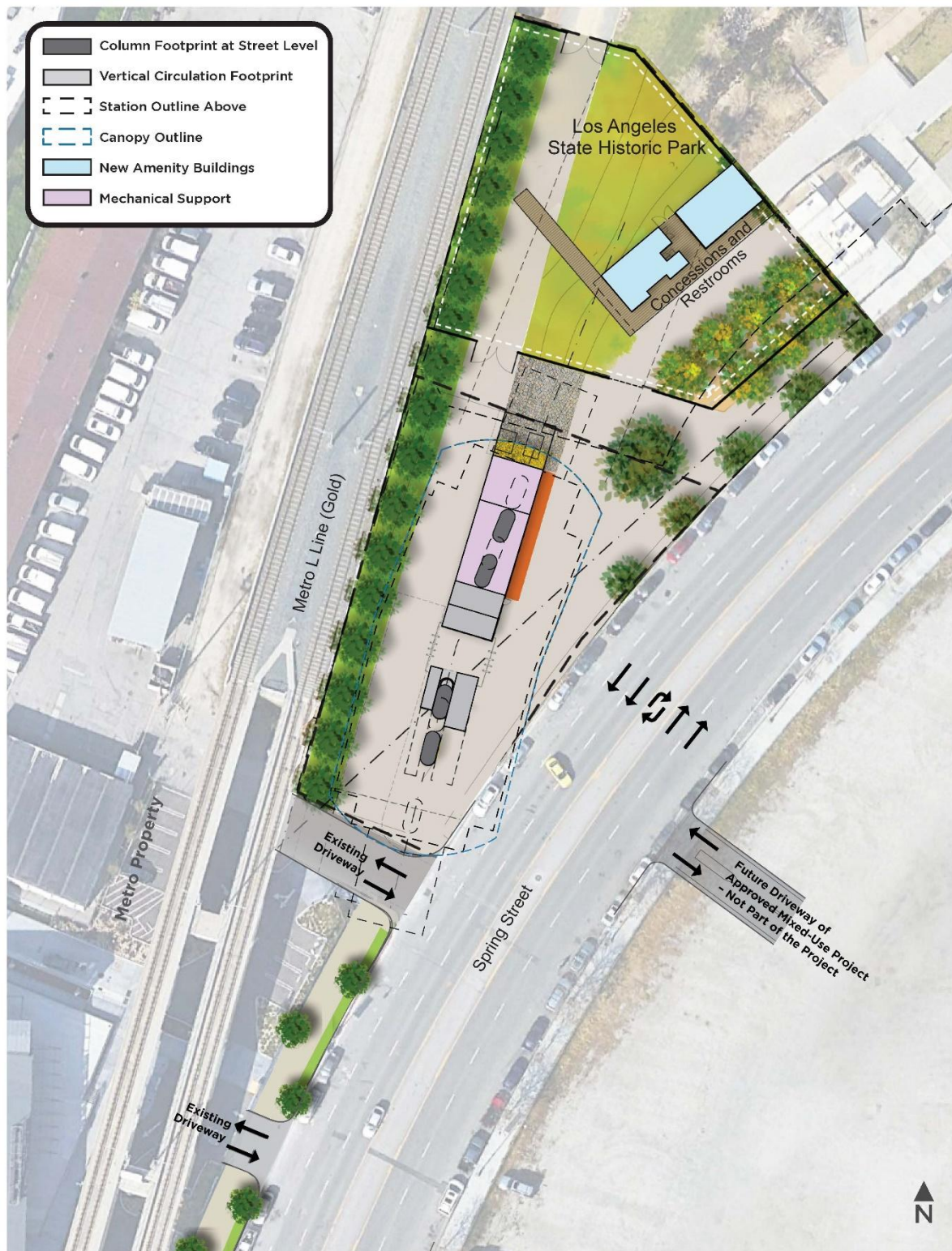


Figure 3: Approved Project Chinatown/State Park Station Buildout Conditions



Figure 4: Approved Project Chinatown/State Park Station and Alignment over LASHP

2.1.2 Approved Project Park Amenities

Chinatown/State Park Station would include Park amenities, including approximately 740 square feet of concessions, 770 square feet of restrooms, and a 220 square foot covered breezeway connecting the concessions and restrooms; a mobility hub where passengers would be able to access a suite of first- and last-mile multi-modal options, such as a bike share program; and the installation of landscaping and hardscaping, including integration of the granite pavers; new gating for the LASHP entrance; and wayfinding signage and lighting (Park Amenities). See Figure 3 for an overview of the Approved Project Park Amenities.

Pedestrian access enhancements could include pedestrian improvements between Metro's A Line Station and Chinatown/State Park Station consistent with the Connect US Action Plan, including hardscape and landscape improvements, shade structures, and potential seating.

2.1.3 Los Angeles State Historic Park Pedestrian Bridge

The LA ART EIR included Design and Use Option E: Pedestrian Bridge at the Los Angeles State Historic Park that would connect the central portion of the LASHP up to North Broadway (Pedestrian Bridge). The ADA accessible Pedestrian Bridge would gently slope from the central portion of the LASHP, an area known as the overlook, over the Metro A Line, and up to North Broadway. The entrance to the Pedestrian Bridge would be located on the south side of North Broadway, east of the intersection of North Broadway and Bishops Road. This Pedestrian Bridge would provide pedestrian and bicycle access to neighborhoods and other uses north of North Broadway, including this portion of Chinatown, Cathedral High School, the Savoy neighborhood, Elysian Park, and the Solano Canyon neighborhood.

The LASHP General Plan, approved by the State Park and Recreation Commission, analyzed a potential bridge at this location, noting that "[a] bridge across the site connecting to North Broadway could be constructed." The potential bridge could provide much needed access to the Park for neighborhoods at the Park's northern boundary. As the Park's General Plan explains, "[t]he entire northern edge of the Park, adjacent to Chinatown and the Solano Canyon neighborhoods, is bordered by the Gold Line MTA rail tracks, forming a barrier and restricting direct visitor access to the Park site along North Broadway. Planning should consider innovative solutions and partnerships with the MTA and City of Los Angeles to provide more direct and convenient park access from these adjacent neighborhoods."

In the California Budget Act of 2018, State Parks received \$500,000 for "development of pedestrian and bicycle access from North Broadway to Los Angeles State Historic Park." Using these funds, State Parks conducted the "Bike and Pedestrian Bridge Study," a feasibility study of various bridge design alternatives and locations to explore and evaluate the feasibility of providing safe pedestrian and bike access from the Chinatown and Solano Canyon Communities into the Los Angeles State Historic Park ("Bridge Feasibility Study"). The Bridge Feasibility Study, released on January 15, 2020, sought to articulate the issues and benefits of each location to identify preferred bridge design concepts. Design and Use Option E from the LA ART EIR analyzed a bridge design consistent with "Option 1" discussed in the Department's Bridge Feasibility Study.

In the LA ART EIR, it was estimated that the construction of the Pedestrian Bridge would require approximately 60 weeks of construction and could be constructed simultaneously with other Project

components. Construction of the Pedestrian Bridge would require approximately 700 cubic yards (CY) of excavation and 400 CY of export. The LA ART EIR assumed the pedestrian bridge would include approximately 40 two- to three-foot diameter by 70-feet deep piles and would require the closure of approximately 100,000 square feet (2.3 acres) of the LASHP for construction. In addition, the LA ART EIR assumed that during construction, sidewalk closures would be required along North Broadway for asphalt and re-striping. A new curb extension would be introduced along the southern edge of North Broadway and parallel parking spaces would also be removed along the roadway. See Figure 5 for plan view of the LASHP Pedestrian Bridge considered in the LA ART EIR and Figure 6 for a section view of the LASHP Pedestrian Bridge considered in the LA ART EIR.

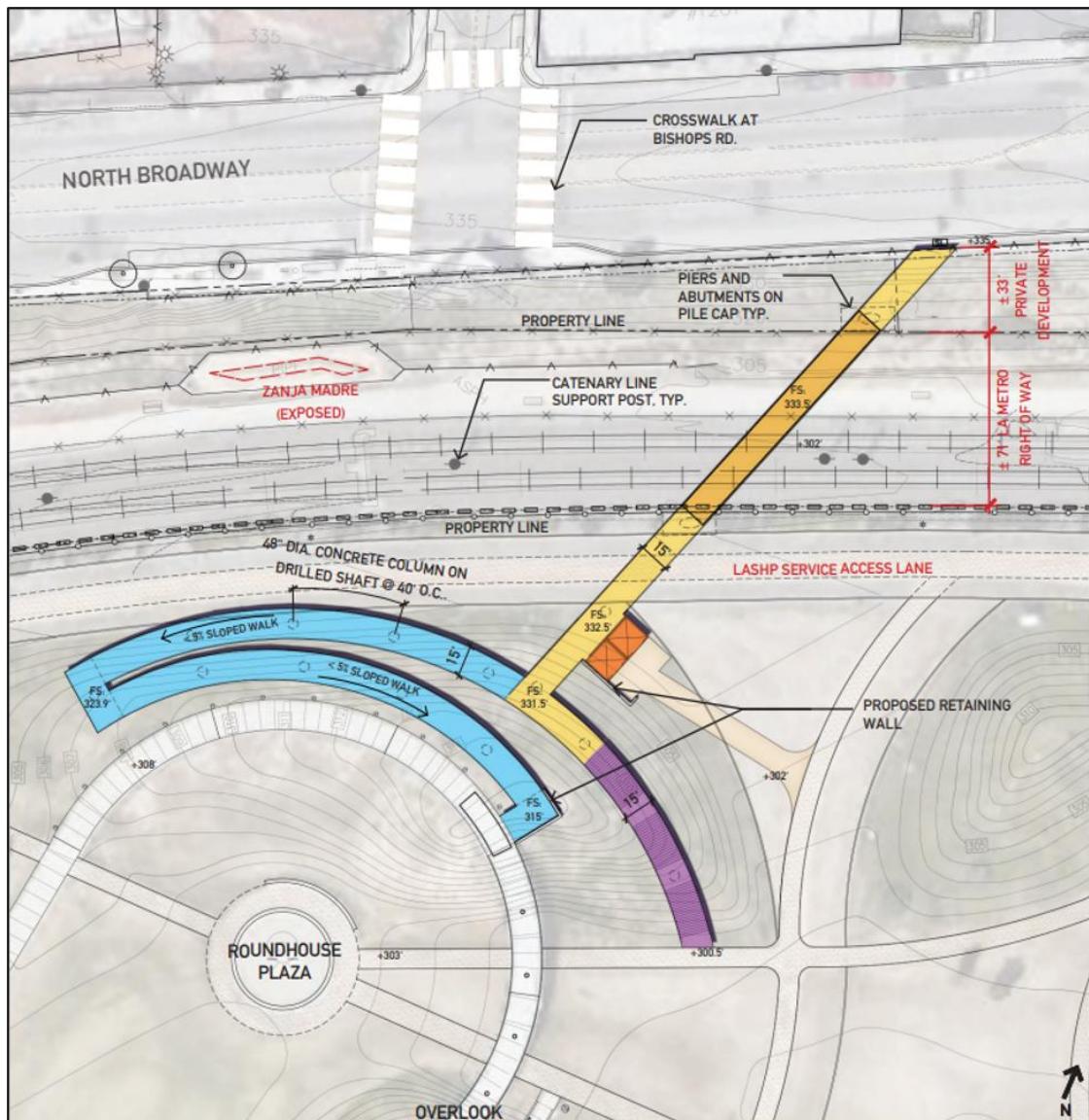


Figure 5: LA ART EIR Design and Use Option E Plan View (Bridge Feasibility Study Option 1)

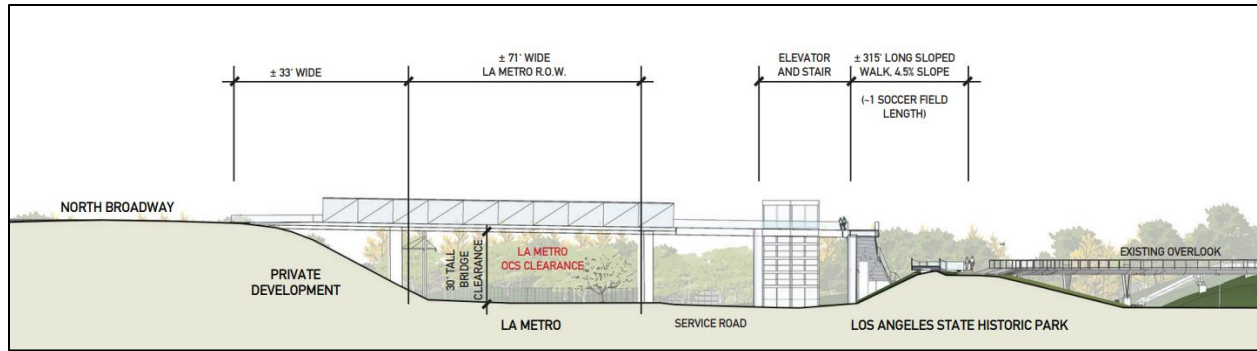


Figure 6: LA ART EIR Design and Use Option E Section View (Bridge Feasibility Study Option 1)

2.2 Los Angeles State Historic Park General Plan Amendment

Consistent with Mitigation Measure LUP-A from the LA ART EIR, State Parks is considering an amendment to the LASHP General Plan (LASHP GPA) to include the Los Angeles Aerial Rapid Transit Project Area (LA ART Project Area) as a land use within LASHP to accommodate the development and operation of a portion of the Approved Project. The proposed LASHP GPA is included as Attachment A to this Addendum. See Figure 7 for the LASHP GPA Figure 4-3, Los Angeles Aerial Rapid Transit Project Area.

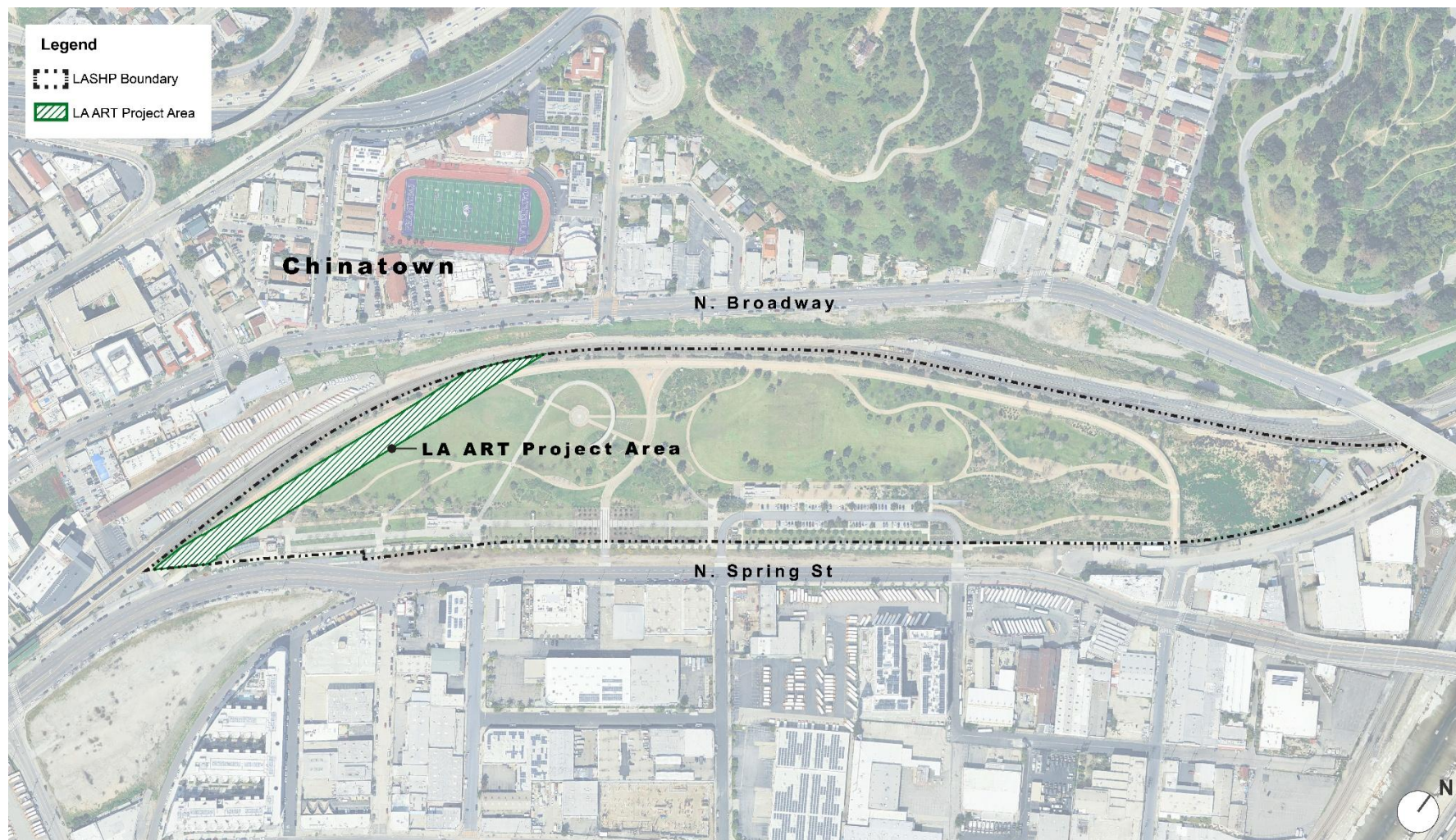


Figure 7: LASHP GPA Figure 4-3, Los Angeles Aerial Rapid Transit Project Area

2.3 Modified Park Amenities

Similar to the Approved Project, the Modified Park Amenities would include approximately 740 square feet of concessions or another similar amenity building, 770 square feet of restrooms, and a 220 square foot covered breezeway connecting the concessions or other similar amenity building and restrooms. Depending on the final design, the location and layout of these buildings and the covered breezeway may shift slightly, but the square footage and general location will remain the same as the Approved Project.

Additionally, like the Approved Project, Chinatown/State Park Station would include a mobility hub where passengers would be able to access a suite of first- and last-mile multimodal options, such as a bike share program. Like the Approved Project, the Modified Park Amenities would also include installation of landscaping and hardscaping, including integration of the granite pavers; new gating for the LASHP entrance; and wayfinding signage and lighting. Based on feedback received during the GPA process, minor refinements to the Park Amenities have been added. The Modified Park Amenities may also include the following, additional Park Amenities: drinking fountains, benches, flexible seating, interpretative children's play zones, temporary art installations, interactive LASHP kiosks, a cultural activities area, an outdoor educational center, and similar LASHP amenity spaces. It is anticipated that these features are similar in size and scale to those considered in the LA ART EIR.

Similar to the Approved Project, pedestrian access enhancements could include pedestrian improvements between Metro's A Line Station and Chinatown/State Park Station consistent with the Connect US Action Plan, including hardscape and landscape improvements, shade structures, and potential seating.

The location of the Modified Park Amenities is in the same location as the Approved Project Park Amenities (Park Amenities Area). See Figure 8 for the location of the Park Amenities Area. Similar to the Approved Project, the Chinatown/State Park Station is also located in the Park Amenities Area. There are no changes to the construction or operation of the Chinatown/Station Park Station.

The construction area and closures, construction equipment, and excavation and export for the Chinatown/State Park Station and Modified Park Amenities would be unchanged from the Approved Project. Additionally, tree removals for the Chinatown/State Park Station and Modified Park Amenities would be unchanged from the Approved Project, and the amount of impervious surface area is anticipated to be unchanged from the Approved Project.

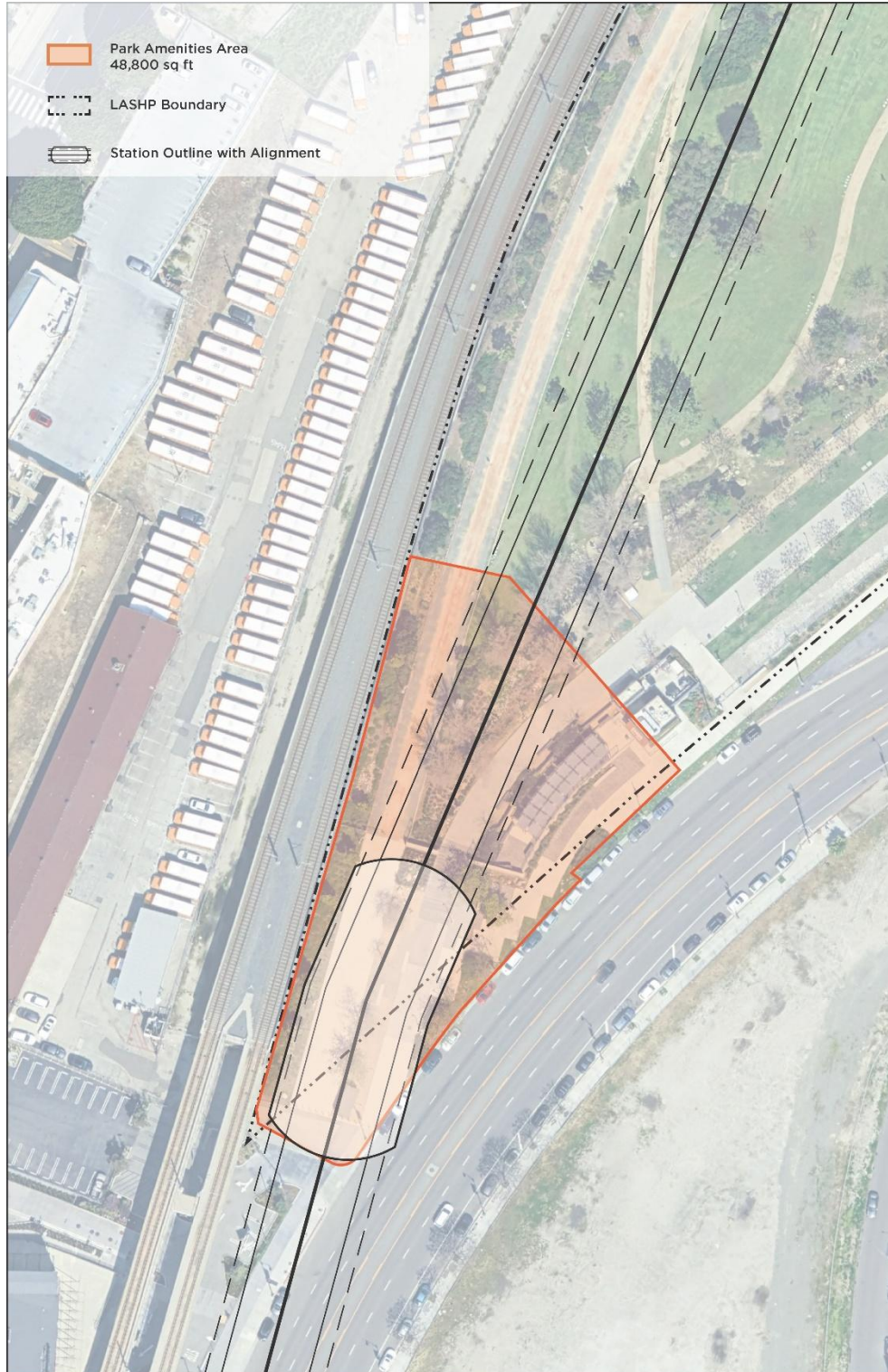


Figure 8: Park Amenities Area

2.4 Additional Park Improvements

As part of the LASHP GPA process, additional hardscape and landscape improvements and Park amenities within the LASHP have been identified (Additional Park Improvements). See Figure 9 for the location of the Additional Park Improvements Area. The Additional Park Improvements Area is approximately 25,000 square feet (0.6 acres). The Additional Park Improvements may include the following: installation of landscaping and hardscaping, including integration of the granite pavers; new gating for the LASHP entrance; wayfinding signage and lighting; drinking fountains; benches; flexible seating; interpretative children's play zones; temporary art installations; interactive LASHP kiosks; a cultural activities area; an outdoor educational center; and similar LASHP amenity spaces. It is anticipated that these features are similar in size and scale to those considered in the LA ART EIR.

The LASHP General Plan, approved by the State Park and Recreation Commission, broadly allows for hardscape and landscaping improvements and LASHP amenities throughout the LASHP. The LASHP General Plan provides for LASHP facility development, park maintenance and operations, facilities for interpretive program support, visitor services, indoor and outdoor gathering and education spaces which may include plazas and interpretative exhibits, concessions, informational signage, and recreational and open space elements such as outdoor lighting, picnic tables, and shade structures.

It is estimated that installation of the Additional Park Improvements would require approximately 16 weeks of construction and would be constructed simultaneously with the Modified Park Improvements within the Park Amenities Area. The Construction Assumptions for the Additional Park Improvements are included in Attachment B of this Addendum. Installation of the Additional Park Improvements would require approximately 504 CY of excavation and 247 CY of export and would result in similar impervious surface areas. The added 247 CY of export could result in approximately 25 additional one-way truck hauling trips during construction. The construction equipment for the Additional Park Improvements would be similar to the equipment for the Approved Project Park Amenities. No new tree removals would be required for the Additional Park Improvements other than those identified in the LA ART EIR.

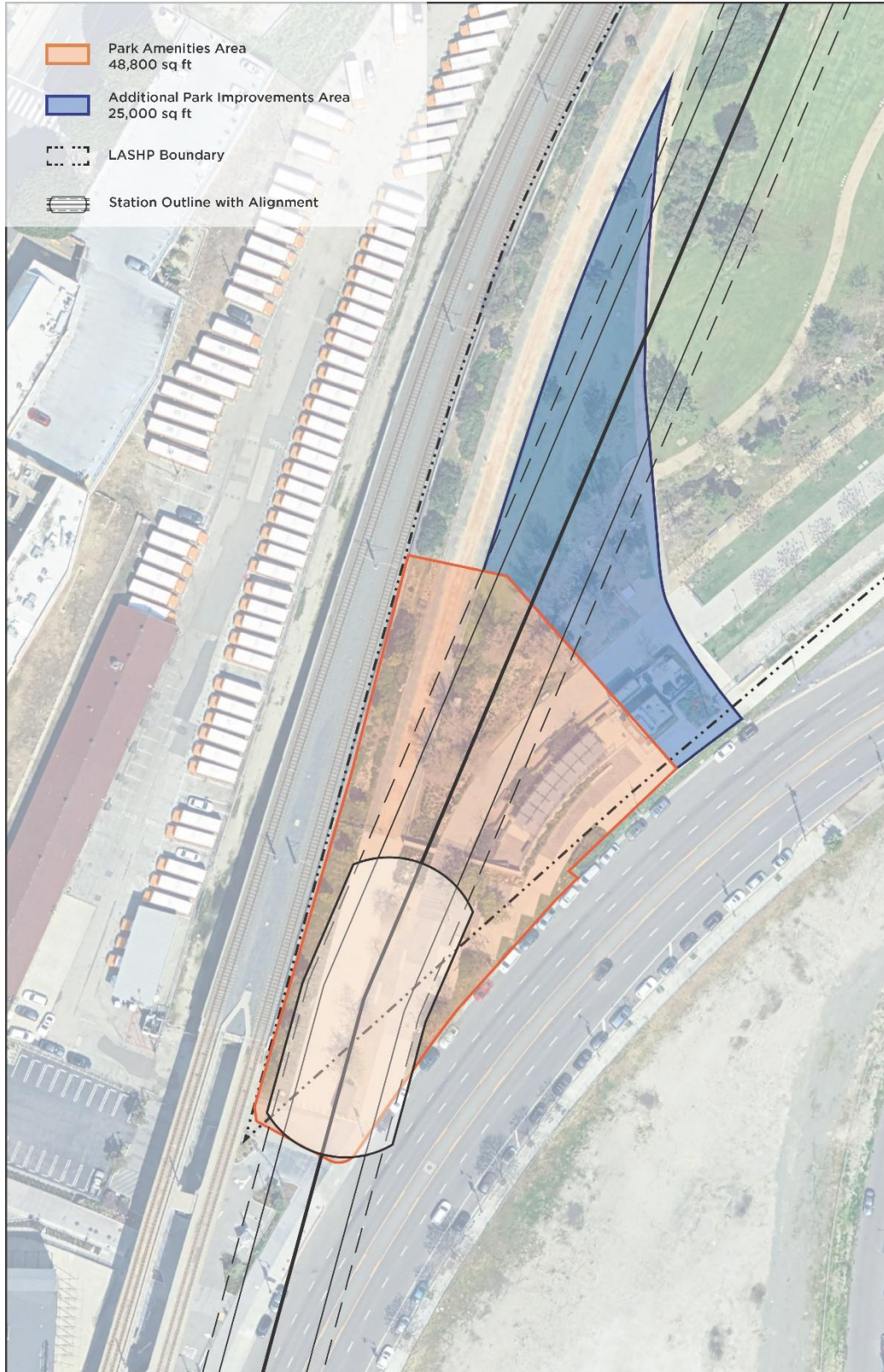


Figure 9: Park Amenities Area and Additional Park Improvements Area

2.5 Modified LASHP Pedestrian Bridge

As the engineering and design of the Pedestrian Bridge progressed, it was determined that minor modifications to the Pedestrian Bridge are needed (Modified LASHP Pedestrian Bridge). The Modified LASHP Pedestrian Bridge would generally be located in the same location as the Pedestrian Bridge analyzed in the LA ART EIR.

The Modified LASHP Pedestrian Bridge would result in a smaller construction footprint and shorter construction duration than was identified in the LA ART EIR, and the same construction equipment is anticipated to be needed. See Attachment C for Construction Assumptions for the Modified LASHP Pedestrian Bridge.

It is estimated that the construction of the Modified LASHP Pedestrian Bridge would require approximately 59 weeks of construction, reduced from the 60 weeks of construction in the LA ART EIR. Similar to the LA ART EIR, the Modified LASHP Pedestrian Bridge could be constructed simultaneously with other Project components. It is assumed the Modified LASHP Pedestrian Bridge would include approximately 74 two-to three-foot diameter by 35-to 55-feet deep piles, as compared to the approximately 40 two- to three-foot diameter by 70-feet deep piles assumed for the Pedestrian Bridge in the LA ART EIR. Construction of the Modified LASHP Pedestrian Bridge would require the temporary closure of approximately 52,000 square feet (1.2 acres) of the LASHP during construction, a reduction of approximately 48,000 square feet (1.1 acres) from the 100,000 square feet (2.3 acres) assumed in the LA ART EIR. Approximately 1,371 CY of excavation and 984 CY of material are assumed to be exported, as compared to the 700 CY of excavation and 400 CY of export assumed in the LA ART EIR. If the dirt cannot be spread onsite, the added 584 CY of export could result in approximately 59 additional one-way truck hauling trips during construction. Similar to the Pedestrian Bridge analyzed in the LA ART EIR, it is assumed that during construction, sidewalk closures would be required along North Broadway. Installation of the Modified LASHP Pedestrian Bridge is anticipated to require up to 12 hours of closure for the Metro A Line located under the Modified LASHP Pedestrian Bridge to allow placement of the bridge span. The closure would be coordinated with Metro. No changes to tree removals, compared to what the LA ART EIR considered for the Pedestrian Bridge, are anticipated. The Modified LASHP Pedestrian Bridge would remove approximately 19 trees, consistent with the Pedestrian Bridge analyzed in the LA ART EIR.³ As required by BIO-PDF-F, any trees removed in the LASHP would be replaced by at least a 1:1 replacement ratio. The amount of impervious surface area is anticipated to be unchanged from the Approved Project evaluated in the LA ART EIR.

A comparison of the LA ART EIR assumptions for the Pedestrian Bridge (Design and Use Option E) and the Modified LASHP Pedestrian Bridge is included in Table 1 below.

³ See the Tree Inventory Memorandum included as Attachment E of this Addendum, Construction of the Modified LASHP Pedestrian Bridge would require the temporary closure of approximately 52,000 sq. ft. (1.2 acres) of the LASHP during construction, a reduction of approximately 48,000 sq. ft. (1.1 acres) from the 100,000 sq. ft. (2.3 acres) assumed in the LA ART EIR. As such, fewer trees are anticipated to be removed for the Modified LASHP Pedestrian Bridge as compared to the Pedestrian Bridge analyzed in the LA ART EIR.

Table 1: Comparison of Approved Project LASHP Pedestrian Bridge and Modified LASHP Pedestrian Bridge

	LASHP Pedestrian Bridge (LA ART EIR Design & Use Option E)	Modified LASHP Pedestrian Bridge
Construction Duration	60 weeks	59 weeks
Excavation	700 CY	1,371 CY
Export	400 CY	984 CY
Piles	40 two- to three-foot diameter by 70-foot deep piles	74 two-to three-foot diameter by 35-to 55-foot deep piles
Construction Area / Temporary Closure	100,000 square feet (2.3 acres)	52,000 square feet (1.2 acres)

Approved Project operations would not change as part of the Modified LASHP Pedestrian Bridge. Figure 10 shows the Modified LASHP Pedestrian Bridge buildout, and Figure 11 shows the Modified LASHP Pedestrian Bridge section view. See Figure 12 for a visual simulation of the LASHP Modified Pedestrian Bridge and Figure 13 for an overview of the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge within LASHP.

Under the Approved Project, the concurrent construction of the Approved Project and the Pedestrian Bridge would result in the maximum temporary closure of approximately 169,000 square feet (3.89 acres) of the LASHP.⁴ The concurrent construction of the Chinatown/State Park Station, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would result in the maximum temporary closure of approximately 146,000 square feet (3.39 acres), which is a reduction in the maximum LASHP area that would be temporarily closed and in which construction activities could occur.⁵

⁴ The Approved Project would require the closure of approximately 69,000 square feet (1.59 acres) of the southern entrance to LASHP and the southernmost corner and western edge during cable installation. The closure for the LA ART Project remains unchanged. Design and Use Option E considered in the LA ART EIR would require the closure of approximately 100,000 square feet (2.3 acres) of the Park, in an area known as the overlook, which would be temporarily fenced off for approximately 60 weeks for construction of the pedestrian bridge.

⁵ [69,000 square feet (1.59 acres) for Chinatown/State Park Station and Modified Park Amenities] + [25,000 square feet (0.6 acres) for Additional Park Improvements] + [52,000 square feet (1.2 acres) for Modified LASHP Pedestrian Bridge] = 146,000 square feet (3.39 acres) of maximum temporary closure in the LASHP.

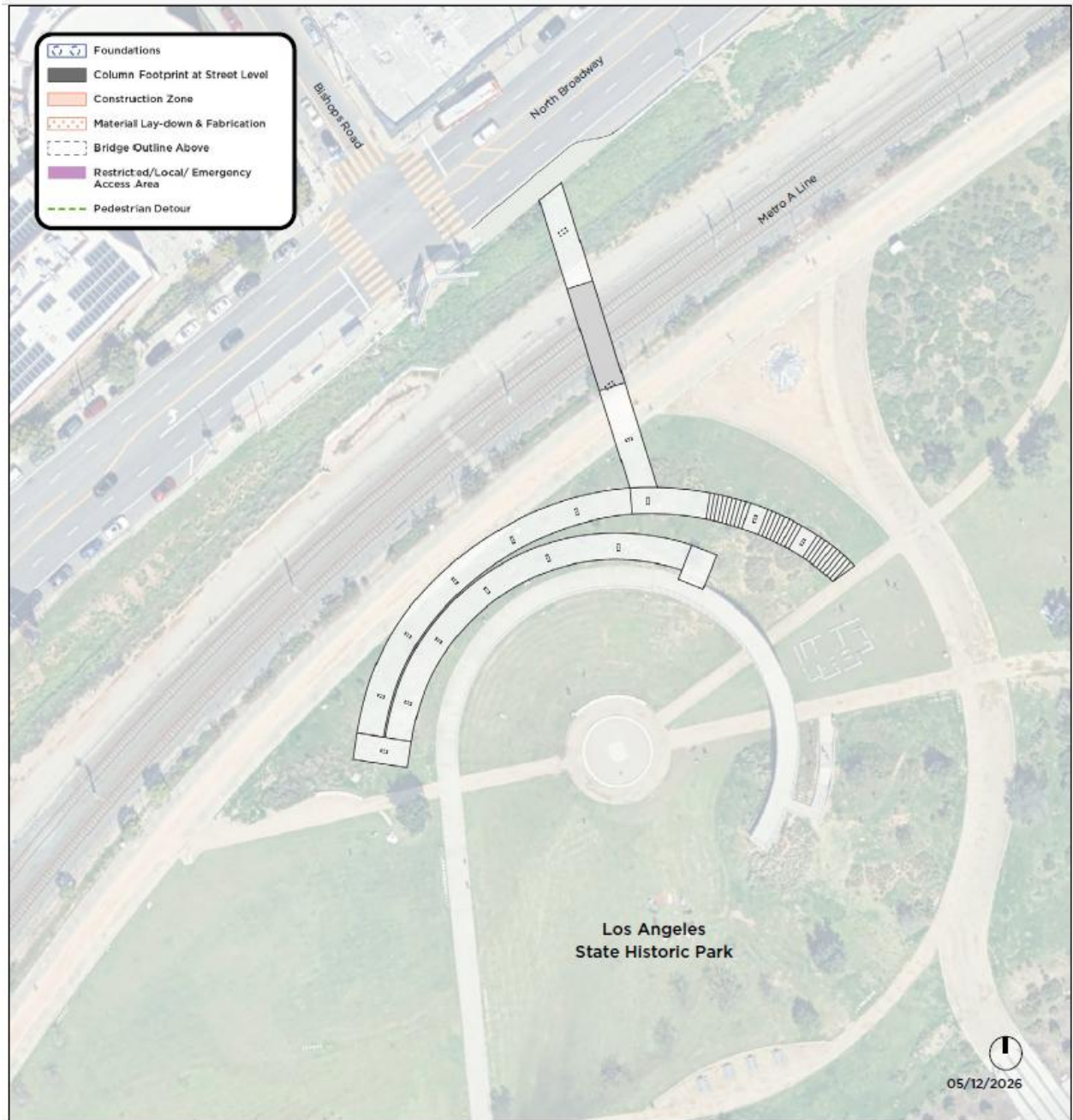


Figure 10: Modified LASHP Pedestrian Bridge

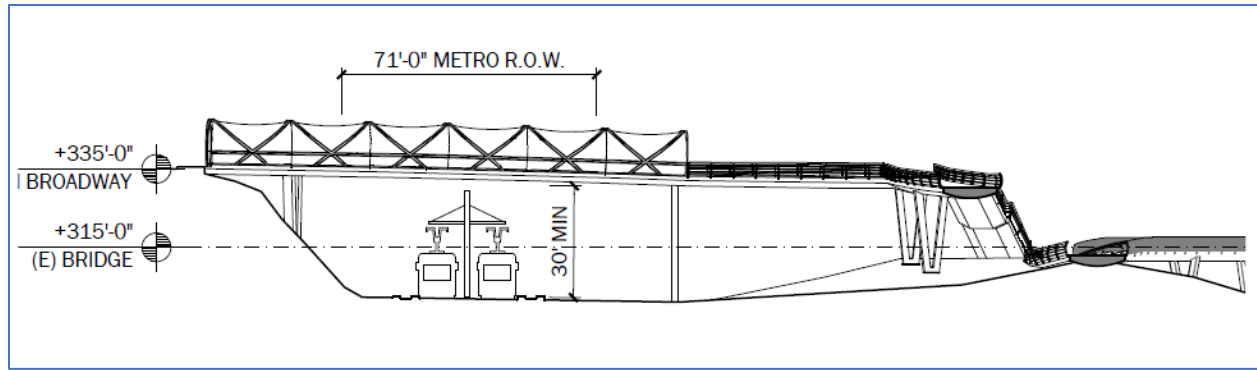


Figure 11: Modified LASHP Pedestrian Bridge Section View



Figure 12: LASHP Modified Pedestrian Bridge Visual Simulation



Figure 13: LASHP Buildout with Park Amenities Area, Additional Park Improvements Area, and Modified LASHP Pedestrian Bridge

3.0 Impact Discussion

3.1 Introduction

State Parks prepared this Addendum to evaluate the potential environmental effects associated with the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge described in Section 2.0. This Section evaluates whether the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge are projects that would require major revisions of the Metro-certified LA ART EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. (See CEQA Guidelines, § 15162).

As detailed below, the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge do not involve any changes to Project components that would affect the following environmental issue areas in comparison to what the LA ART EIR evaluated and would result in substantially the same impacts in these areas as the Approved Project: agriculture and forestry; geology and soils; hazards and hazardous materials; hydrology and water quality; mineral resources; population and housing; tribal cultural resources; utilities and service systems; and wildfire. Further, there are no changed circumstances or new information of substantial importance that would affect the LA ART EIR's conclusions in these topical resource areas. As a result, this Addendum does not include a detailed discussion of these environmental issue areas beyond the following discussions.

The potential direct and indirect physical effects of the LASHP GPA were evaluated in the LA ART EIR. The LASHP GPA would not result in physical impacts different from those identified in the LA ART EIR, except as a result of the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge and as disclosed in this Addendum. Therefore, the analysis of impacts included in Section 3.2 below focuses on the potential physical impacts of the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge.

Agriculture and Forestry

The potential impacts to agriculture and forestry resources from the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would remain the same as the Approved Project evaluated in the LA ART EIR and less than significant. Construction would be implemented in the same general location with a similar footprint and be of the same scope, which is not located in agricultural or forest land. Operational impacts of the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be the same as operations under the Approved Project and less than significant.

Geology and Soils

The potential impacts to geology and soils from the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be similar to the Approved Project evaluated in the LA ART EIR and less than significant with mitigation because construction would occur in the same general location with a similar footprint and be of the same scope as the Approved Project. There would be no changes to the required excavation and export for the Modified Park Amenities. The

Additional Park Improvements would require up to an additional 504 CY of excavation and up to 247 CY of excavation. The Modified LASHP Pedestrian Bridge would require up to an additional 671 CY of excavation, for up to 1,371 CY of excavation, as compared to 700 CY of excavation for the LASHP Pedestrian Bridge evaluated in the LA ART EIR. This additional excavation represents a minor change and would not introduce new or more severe impacts to geology and soils. Operational impacts of the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be the same as operations under the Approved Project.

Hydrology and Water Quality

The potential impacts related to hydrology and water quality for the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be the same as those identified for the Approved Project and remain less than significant. There would be no changes to the required excavation and export for the Modified Park Amenities. The Additional Park Improvements would require up to an additional 504 CY of excavation and up to 247 CY of excavation. The Modified LASHP Pedestrian Bridge would require up to an additional 671 CY of excavation, for up to 1,371 CY of excavation, as compared to 700 CY of excavation for the LASHP Pedestrian Bridge evaluated in the LA ART EIR. This additional earthwork for the Additional Park Improvements and Modified LASHP Pedestrian Bridge represents a minor change, and would result in similar impacts to drainage patterns and surface and ground water quality because the Modified LASHP Pedestrian Bridge and Additional Park Improvements would be implemented within the same general location with a similar footprint and be of the same scope as the Approved Project and as evaluated in the LA ART EIR. As discussed in the LA ART EIR, the LASHP is developed with a mix of landscape and hardscape features which would be improved with the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge. The amount of impervious surface area would result from implementation of Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be similar to the amount of impervious surface area evaluated in the LA ART EIR. Operational impacts of the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be the same as operations under the Approved Project.

Mineral Resources

There would be no impacts to mineral resources from the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge, which is the same as the Approved Project EIR. The LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be implemented in the same general location with a similar footprint and be of the same scope as Approved Project within LASHP. Operational impacts of the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be the same as operations under the Approved Project.

Population and Housing

Impacts to population and housing of the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be the same as those of the Approved Project as evaluated in the LA ART EIR and remain less than significant. The LASHP GPA, Modified Park

Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be implemented in the same general location with a similar footprint and be of the same scope as the Approved Project and would result in the same construction-related impacts as those of the Approved Project as evaluated in the LA ART EIR. Operational impacts of the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be the same as operations under the Approved Project.

Tribal Cultural Resources

The potential impacts to tribal cultural resources for the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be the same as the Approved Project and remain less than significant with mitigation. Construction-related impacts of the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would have the same impacts to tribal cultural resources as the Approved Project because construction of the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would occur in the same general location with a similar ground disturbance footprint and be of the same scope as the Approved Project. Operational impacts of the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be the same as operations under the Approved Project.

Utilities and Service Systems

Impacts to utilities and service systems of the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be the same as those of the Approved Project and remain less than significant with mitigation. The LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be implemented in the same general location with a similar footprint and be of the same scope as the Approved Project. Additionally, construction equipment and duration is anticipated to be the same for the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge as was evaluated in the LA ART EIR. As such, water use, wastewater discharge, and debris generation during construction would be similar as evaluated in the LA ART EIR. Operational impacts of the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be the same as operations under the Approved Project.

Wildfire

The wildfire impacts of the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be the same as the wildfire impacts of the Approved Project and remain less than significant. There would not be an increase of wildfire hazards, nor would they impede emergency response and evacuation plans given that the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be constructed in the same general location with a similar footprint and be of the same scope as the Approved Project. Operational impacts of the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be the same as operations under the Approved Project.

3.2 Analysis of Impacts

The LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would have the potential to affect the following environmental issue areas in comparison to what the LA ART EIR evaluated. A detailed evaluation of these areas is included below. Operational impacts of the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be similar to the Approved Project, as operations would remain unchanged.

3.2.1 Aesthetics

The Approved Project would result in less than significant impacts to aesthetics. LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be less than significant and similar to the Approved Project. Like the Approved Project, construction of the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would require equipment such as temporary construction barriers and sound walls, cranes, and other appurtenances that would be visible during much of the construction period. Similar to the Approved Project, temporary changes to views during the construction phase within the LASHP would be noticeable by motorists, pedestrians, and recreationalists. These may include views of the downtown Los Angeles skyline, LAUS, El Pueblo, Los Angeles State Historic Park, Arroyo Seco Parkway, Dodger Stadium, and the mountains that make up the Transverse Ranges, including the San Gabriel and San Bernardino Mountains, which could be considered scenic to certain viewers although not officially designated as such. However, because of the continuous movement of traffic, views from public roadways are not considered an important view location for scenic views across the urban environment. In addition, public and panoramic views of broader visual resources, such as the Transverse Ranges, including the San Gabriel and San Bernardino Mountains and downtown Los Angeles skyline, would continue to be available to pedestrians and recreationalists through street corridors and would not be impacted by construction activities. Further, because construction activities are temporary in nature, construction activities would not result in a substantial adverse effect on a scenic vista. As such, construction of the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would not impact scenic vistas, or scenic resources within a state scenic highway.

The Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be consistent with LASHP General Plan, as the design of the Modified Park Amenities, Additional Park Improvements, Modified LASHP Pedestrian Bridge would be consistent with the overall design guidelines and with the Park's vision and educational, recreational, and environmental objectives. Similar to the Approved Project, the hardscape and landscape improvements associated with the Modified Park Amenities and Additional Park Improvements would incorporate design features that would establish a unifying and cohesive design consistent with the overall character of the existing structures within the LASHP. Similar to the pedestrian bridge considered in the LA ART EIR, the Modified LASHP Pedestrian Bridge would be designed to complement the existing pedestrian pathways in this area, as well as not distract from visually distinct areas of the park. As such, similar to the Approved Project and pedestrian bridge considered in the LA ART EIR, the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would not conflict with applicable zoning or other regulations governing scenic quality.

Further, the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would not introduce new sources of light or glare, as compared to what the LA ART EIR considered, and no impacts with respect to light and glare would occur due to the design aesthetic and build materials of the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge. The Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would not introduce new shadows to the LASHP that were not previously considered in the LA ART EIR because the improvements would be similar in size and scale to those evaluated in the LA ART EIR. Therefore, similar to the Approved Project and the pedestrian bridge evaluated in the LA ART EIR, impacts with respect to aesthetics for the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be less than significant.

Conclusion

No new significant impacts related to aesthetics would result as a result of implementation of the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge. The LA ART EIR determined that aesthetic impacts would be less than significant and the aesthetic impacts from the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge are similar to the Approved Project. Therefore, no new mitigation measures are required and no new mitigation measures that were previously found to be infeasible were identified as feasible. No new mitigation measures which are considerably different than those analyzed in the LA ART EIR are proposed. The LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would, therefore, be consistent with the effects of implementation of the Approved Project as analyzed by the LA ART EIR.

3.2.2 Air Quality

The Approved Project would result in less than significant impacts to air quality. The Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge do not materially differ in overall dimension, location, building material, construction duration, or construction technique as compared to the Approved Project.⁶ There would be no change to construction emissions from the Modified Park Amenities. There would be a slight increase in the amount of CY excavated and exported from the Additional Park Improvements and Modified LASHP Pedestrian Bridge, as compared to what the LA ART EIR considered. Construction emissions from the Approved Project, as evaluated in the LA ART EIR, would be well below applicable South Coast Air Quality Management District (SCAQMD) mass daily significance thresholds and localized significant thresholds (LSTs) for all criteria pollutants. The additional construction from the Additional Park Improvements and Modified LASHP Pedestrian Bridge would result in a minimal increase in construction emissions. The Additional Park Improvements would only add 504 CY of excavation and 247 CY of exported soil, and the Modified LASHP Pedestrian Bridge would only add 671 CY of excavation and 584 CY of exported soil. By way of comparison, the Approved Project has a total of 67,457 CY of excavation and 62,623 CY of exported soil. As such, the additional construction associated with the Additional Park Improvements and Modified LASHP Pedestrian Bridge would not increase construction emissions to a level that would exceed SCAQMD mass daily significance thresholds and LSTs

⁶ Ramboll, as the author of the original technical studies on air quality, greenhouse gas (GHG), and energy impacts for the LA ART Project, has prepared a memorandum to support this Addendum, which is included as Attachment D to this Addendum.

for all criteria pollutants. The construction emissions calculated for the Approved Project are well below significance thresholds and will remain as such. While the Additional Park Improvements and Modified LASHP Pedestrian Bridge would result in nominal increased construction emissions when compared to the Approved Project, impacts would remain less than significant overall.

Given that the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge operations would be unchanged from the Approved Project, operational air quality impacts would remain the same as the Approved Project.

Conclusion

No new significant impact related to air quality would occur as a result of implementation of the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge. The LA ART EIR determined that air quality impacts would be less than significant and the air quality impacts from the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge are similar to the Approved Project. Therefore, no new mitigation measures are required and no new mitigation measures that were previously found to be infeasible were identified as feasible. No new mitigation measures which are considerably different than those analyzed in the LA ART EIR are proposed. The LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would, therefore, be consistent with the effects of implementation of the Approved Project as analyzed by the LA ART EIR.

3.2.3 Biological Resources

The LA ART EIR identified that the Approved Project would have less than significant impacts to biological resources with implementation of mitigation measures. The section of the LASHP where the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be located is mainly comprised of lawn, paved and stone walking paths, and ornamental landscaping of trees and shrubs. Similar to the Approved Project, BIO-PDF-F from the LA ART EIR requires the Approved Project to comply with applicable tree replacement requirements, based on the jurisdiction of the property where each tree is located. The Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be subject to BIO-PDF-F from the LA ART EIR. As required by BIO-PDF-F, any trees removed in the LASHP would be replaced by at least a 1:1 replacement ratio. Additionally, and as described in the LA ART EIR, the removal of trees located on State Park property would require special permit approval of State Parks.

Similar to the Approved Project and pedestrian bridge considered in the LA ART EIR, there is potentially suitable tree roosting habitat for bats within the vicinity of the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge. Similar to the Approved Project, the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would implement Mitigation Measure BIO-A, which would require a field survey be conducted by a qualified bat biologist to determine the presence of colonial bat roosts within 100 feet of the Project component sites prior to construction. In addition, similar to the Approved Project and pedestrian bridge considered in the LA ART EIR, ornamental vegetation could be removed during construction of the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge. As such, Mitigation Measure BIO-B

would be required if construction activities would occur during the nesting season, which requires that a pre-construction nesting survey be conducted. Therefore, similar to the Approved Project, impacts with respect to biological resources for the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be less than significant with mitigation.

Conclusion

No new significant impact related to biological resources would occur as a result of implementation of the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge. The LA ART EIR determined that biological resources impacts would be less than significant with implementation of mitigation measures and the biological resources impacts from the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge are similar to the Approved Project. Therefore, no new mitigation measures which were previously found to be infeasible were identified as feasible. No new mitigation measures which are considerably different than those analyzed in the LA ART EIR are proposed. The LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would, therefore, be consistent with the effects of implementation of the Approved Project as analyzed by the LA ART EIR.

3.2.4 Cultural Resources

The LA ART EIR identified the Approved Project would have less than significant impacts to cultural resources with implementation of mitigation measures. The only historic resource in the vicinity of the Approved Project Chinatown/State Historic Park Station is the Capitol Milling Company.⁷ As identified in the LA ART EIR, there is no potential for direct impacts to this historic resource due to the physical separation of the components of the Approved Project from the subject property. The southwestern corner of the Chinatown/Park Station platform is over 150 feet from the northeastern corner of the Capitol Milling Company building. The Modified Park Amenities and Additional Park Improvements are located in the same general footprint as the Approved Project Chinatown/Park Station, and would therefore not have potential to impact the Capitol Milling Company historic resource, similar to the Approved Project.

The LA ART EIR concluded that construction of the Pedestrian Bridge would not impact designated and non-designated eligible historic resources either through direct physical effects or through indirect effects to the area surrounding a resource, as the Pedestrian Bridge would not be located in the proximity of any historic resources. The Modified LASHP Pedestrian Bridge would be located in the same general footprint of the pedestrian bridge evaluated in the LA ART EIR and therefore would not be located in the proximity

⁷ The LASHP occupies land that was once owned by the Southern Pacific Railroad. The site was designated Los Angeles Historic Cultural Monument (HCM) #82 in 1971 for its role in the early growth of the City of Los Angeles. Established in the 1870s and known as the River Station, it attracted workers, prompted immigration from Europe and China, and served as a major industrial and commercial center for Los Angeles. The nineteenth century buildings and structures associated with the railyard were demolished and other features were covered with fill in the early twentieth century and replaced with a new railroad complex. The twentieth century railroad complex was in turn replaced by the LASHP. There are no extant built resources associated with the River Station. Extensive archaeological work has been conducted at the site, which has a period of significance of 1875 to 1904. It is worth noting that this methodology was also used in the preparation of the LASHP General Plan, which acknowledged the lack of above ground physical features and focused on archaeological remains.

of any historical resources designated and non-designated eligible historic resources either through direct physical effects or through indirect effects to the area surrounding a resource.

Similar to the Approved Project and Pedestrian Bridge considered in the LA ART EIR, construction-related ground disturbing activities associated with the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge could lead to the discovery of previously unknown archaeological resources and human remains. The Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be located within LASHP, which is considered an archaeological site due to the presence of sub-surface remnants from over 100 years of use as a railroad facility.⁸ As such, similar to the Approved Project and Pedestrian Bridge considered in the LA ART EIR, impacts related to construction of the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge could be potentially significant if an unknown archaeological resource is identified during construction.

Similar to the Approved Project and Pedestrian Bridge considered in the LA ART EIR, to mitigate the impacts of an inadvertent discovery of the resources known to exist in the resource boundary, Mitigation Measures CUL-A, CUL-B, and CUL-E would be applicable to the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge. Mitigation Measure CUL-F would be applicable to the Modified Park Amenities and Additional Park Improvements.

Mitigation Measure CUL-A would require preparation of a Cultural Resources Monitoring and Mitigation Plan (CRMMP) that would define pre-construction coordination, construction monitoring for the excavations based on activities and depth of disturbance planned for each Project component, data recovery, artifact and feature treatment, procurement (including a curation plan), and reporting. As required by Mitigation Measure CUL-A, where specific Project components, such as the Chinatown/State Park Station, have requirements specific to that component, the CRMMP will lay out regulatory requirements (such as PRC § 5024) which will be adhered to. This includes SHPO consultation and following practices that seek to avoid and preserve state-owned historical resources, when prudent and feasible. Mitigation Measure CUL-B would require a worker training program be developed, which would provide information to construction workers that describe and illustrate resources likely to be encountered by Project construction and outline the protocol to be followed in the event of a find.

Mitigation Measure CUL-E would apply to the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge, which would require an archaeological testing plan be prepared and implemented, and a data recovery plan be prepared and implemented if significant archaeological remains are encountered during test excavations in consultation with State Parks. The archaeological testing plan shall be prepared in consultation with State Parks and SHPO (per PRC § 5024.5). Mitigation Measure CUL-F from the LA ART EIR would apply to Modified Park Amenities and Additional Park Improvements, and requires that after implementation of Mitigation Measure CUL-E, if it is found that the LASHP amenities have the potential to impact any significant features found during the testing phase of Mitigation Measure CUL-E, the location of the LASHP amenity structures will be reconfigured to avoid

⁸ California Department of Parks and Recreation. 2005. LASHP General Plan and Final Environmental Impact Report. Available at: <https://www.parks.ca.gov/pages/21299/files/LASHP%20General%20Plan-EIR.pdf>, accessed June 2022.

and/or diminish impacts to those features, as feasible. Mitigation Measure CUL-F does not apply to the Approved Project's Chinatown/State Parks Station or the Modified LASHP Pedestrian Bridge.

Similar to the Approved Project and Pedestrian Bridge considered in the LA ART EIR, Mitigation Measures CUL-A, CUL-B, CUL-E, and CUL-F would be implemented for the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge in order to reduce any potential impacts to archaeological resources and human remains. Further, compliance with existing regulations, including California Health and Safety Code Section 7050.5 and PRC Section 5097.98, would also protect human remains. As such, similar to the Approved Project considered in the LA ART EIR, impacts related to cultural resources from the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be less than significant with mitigation. Therefore, similar to the Approved Project, impacts with respect to cultural resources for the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be less than significant with mitigation.

Conclusion

No new significant impact related to cultural resources would occur as a result of implementation of the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge. The LA ART EIR determined that impacts related to cultural resources would be less than significant with implementation of mitigation measures, and the impacts related to cultural resources from the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge are similar to the Approved Project. No new mitigation measures which were previously found to be infeasible were identified as feasible. No new mitigation measures which are considerably different than those analyzed in the LA ART EIR are proposed. The LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would, therefore, be consistent with the effects of implementation of the Approved Project as analyzed by the LA ART EIR.

3.2.5 Energy

The LA ART EIR found that the Approved Project would result in less than significant impacts to energy resources. The slightly increased excavation and export for the Additional Park Improvements and Modified LASHP Pedestrian Bridge would result in a slight increase in the construction period energy demand, as compared to what the LA ART EIR considered.⁹ As such, the demand for electricity, fuel, and natural gas would slightly increase during construction activities in comparison to the Approved Project. However, like the Approved Project, the demand for energy during construction would be temporary, and in some cases would supplant electricity otherwise provided by another energy source, such as diesel generators. Construction activities would also comply with State requirements designed to minimize idling and associated emissions, which also minimize the use of fuel. While the Additional Park Improvements, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would result in a minimal increase in natural gas during construction when compared to the Approved Project, natural gas use during

⁹ See Ramboll, Memorandum In Support of the State Parks EIR Addendum for the Los Angeles Aerial Rapid Transit Project, attached as Attachment D to this Addendum.

construction would be considered negligible when evaluated on a local and regional scale and would not adversely impact local or regional energy supplies or not require additional capacity.

Operational impacts of the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be the same as operations under the Approved Project.

Conclusion

No new significant impact related to energy would occur as a result of implementation of the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge. The LA ART EIR determined that energy impacts would be less than significant and the energy impacts from the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge are similar to the Approved Project. Therefore, no new mitigation measures which were previously found to be infeasible were identified as feasible. No new mitigation measures which are considerably different than those analyzed in the LA ART EIR are proposed. The LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would, therefore, be consistent with the effects of implementation of the Approved Project as analyzed by the LA ART EIR.

3.2.6 Greenhouse Gas Emissions

The Approved Project would result in an overall decrease in greenhouse gas (GHG) emissions from existing conditions. There would be similar construction associated with the Modified Park Amenities compared to the Approved Project. Therefore, there would be no change in GHG emissions as a result of the Modified Park Amenities.

The additional construction associated with the Additional Park Improvements and Modified LASHP Pedestrian Bridge would result in a minimal increase in GHG emissions during construction. The Additional Park Improvements would only add 504 CY of excavation and 247 CY of exported soil, and the Modified LASHP Pedestrian Bridge would only add 671 CY of excavation and 584 CY of exported soil to the 67,457 CY of excavation and 62,623 CY of exported soil identified in the LA ART EIR for the Approved Project. As such, the additional construction associated with the Additional Park Improvements and Modified LASHP Pedestrian Bridge would not contribute to a significant increase in GHG emissions because, as the net GHG emissions calculated for the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would still represent a reduction compared to existing conditions.¹⁰ Therefore, GHG emissions during construction of the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would remain less than existing conditions and be less than significant.

As with the Approved Project, the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge are proposed to support safe, zero-emission, environmentally friendly, and high-capacity transit connectivity in the Project area. Operational impacts would remain the same as the Approved Project.

¹⁰ See Ramboll, Memorandum In Support of the State Parks EIR Addendum for the Los Angeles Aerial Rapid Transit Project, attached as Attachment D to this Addendum.

The Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge also would be consistent with all applicable GHG reduction plans, policies, and regulations evaluated in the LA ART EIR, and would result in a net decrease of GHG emissions as an innovative transportation project that would reduce VMT and emissions compared to existing conditions. Therefore, the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would have a less than significant impact on greenhouse gas emissions.

Conclusion

No new significant impact related to greenhouse gas emissions would result as a result of implementation of the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge. The LA ART EIR determined that greenhouse gas emissions impacts would be less than significant and the greenhouse gas emissions impacts from the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge are similar to the Approved Project. Therefore, no new mitigation measures which were previously found to be infeasible were identified as feasible. No new mitigation measures which are considerably different than those analyzed in the LA ART EIR are proposed. The LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would, therefore, be consistent with the effects of implementation of the Approved Project as analyzed by the LA ART EIR.

3.2.7 Hazards and Hazardous Materials

The LA ART EIR found that the Approved Project would result in less than significant impacts to hazards and hazardous materials with implementation of mitigation. There would be no changes to the required excavation and export for the Modified Park Amenities. The Additional Park Improvements would only add 504 CY of excavation and 247 CY of exported soil, and the Modified LASHP Pedestrian Bridge would only add 671 CY of excavation and 584 CY of exported soil as compared to the 67,457 CY of excavation and 62,623 CY of exported soil identified in the LA ART EIR for the Approved Project. Exported soil would be characterized and disposed of at the appropriate landfill. Based on information available in Appendix K of the LA ART EIR, the impacts to soil at the LASHP are primarily the result of aerially deposited heavy metals which were assumed to be found at elevated levels in near surface soils only. The Additional Park Improvements Area requires a larger footprint of excavation than analyzed in the LA ART EIR. Therefore, the construction activities in this area are likely to result in additional soil volumes needing to be disposed of as hazardous waste. The Modified Pedestrian Bridge requires a deeper excavation than analyzed in the LA ART EIR, and is, therefore, not likely to result in the disposal of additional hazardous material.

Similar to the Approved Project and Pedestrian Bridge considered in the LA ART EIR, to mitigate the impacts of the potential to create a significant hazard to the public or the environment through the disposal of hazardous materials, Mitigation Measure HAZ-A would be applicable to the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge. Mitigation Measure HAZ-A would require the preparation of a Soil and Groundwater Management Plan, which shall include sampling and analyzing soils/groundwater and required methods and procedures for the proper handling and removal of impacted soils and/or groundwater for off-site disposal, to reduce impacts related to construction of the Chinatown/State Park Station to less than significant.

In addition, State Parks and DTSC recently executed a Land Use and Covenant Agreement, Environmental Restrictions (June 2026) that imposes various requirements on use of LASHP as a result of prior property remediations under DTSC oversight. Section 4.2 of the Land Use and Covenant Agreement prohibits soil disturbing activities without a Soil Management Plan approved by DTSC in writing, and any removal of soil contaminated with hazardous substances requires a removal action workplan unless approved by DTSC. State Parks has submitted a Soil Management Plan for LASHP for DTSC review and approval. Soil disturbance related to construction of the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge will comply with State Parks' Soil Management Plan for LASHP, in addition to Mitigation Measure HAZ-A, further ensuring potential impacts would be less than significant with mitigation.

Like the Approved Project and Pedestrian Bridge considered in the LA ART EIR, Mitigation Measure HAZ-A would be implemented for the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge to reduce potential impacts from hazards and hazardous materials. Therefore, similar to the Approved Project, impacts with respect to hazards and hazardous materials for the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be less than significant with mitigation.

Conclusion

No new significant impact related to hazards and hazardous materials would occur as a result of implementation of the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge. The LA ART EIR determined that impacts related to hazards and hazardous materials would be less than significant with implementation of mitigation measures, and the impacts related to hazards and hazardous materials from the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge are similar to the Approved Project. No new mitigation measures which were previously found to be infeasible were identified as feasible. No new mitigation measures which are considerably different than those analyzed in the LA ART EIR are proposed. The LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would, therefore, be consistent with the effects of implementation of the Approved Project as analyzed by the LA ART EIR.

3.2.8 Land Use and Planning

The Approved Project would have less than significant impacts to land use and planning with implementation of the mitigation measure. As described in the LA ART EIR, goals and objectives of local plans, such as the LASHP General Plan, include the use of public transportation to provide access to open space and recreation areas. The LASHP General Plan says, "Access and circulation to and within the Park is an important planning consideration. Opportunities exist to develop efficient access and transportation linkages to and within the Park, to physically and visually connect the site to regional parks, open spaces and surrounding neighborhoods, and to develop a sense of arrival and park unity. Multi-modal transportation to the Park will be encouraged and pedestrian and cycling circulation within the Park will be emphasized. Opportunities to link pedestrian and cycling trails within the Park with neighborhood and regional transportation systems, including regional trails, will be explored. Coordination with other agencies, organizations, and transportation planning efforts in the region is a priority." The Approved

Project would improve the mobility and accessibility to the LASHP for existing residents and communities in the area by providing direct linkages to the LASHP. Similarly, the Modified LASHP Pedestrian Bridge would provide a direct pedestrian connection to the Park from the communities north of North Broadway, including Elysian Park and Solano Canyon, which have historically been separated from the Park due to the location of the Metro A Line tracks and the steep grade changes between North Broadway and LASHP. Further, the LASHP GPA, Modified Park Amenities, and Additional Park Improvements would enhance access and connectivity to the LASHP. As such, similar to the Approved Project, the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would serve to enhance access, community connectivity, and would not physically divide an established community.

Like the Approved Project, the Modified Park Amenities would also include installation of landscaping and hardscaping, including integration of the granite pavers; new gating for the LASHP entrance; and wayfinding signage and lighting. Based on feedback received during the GPA process, minor refinements to the Park Amenities have been added. The Modified Park Amenities may include the following, additional Park Amenities: drinking fountains, benches, flexible seating, interpretative children's play zones, temporary art installations, interactive LASHP kiosks, a cultural activities area, an outdoor educational center, and similar LASHP amenity spaces. Further, the Additional Park Improvements may include the following: installation of landscaping and hardscaping, including integration of the granite pavers; new gating for the LASHP entrance; wayfinding signage and lighting; drinking fountains; benches; flexible seating; interpretative children's play zones; temporary art installations; interactive LASHP kiosks; a cultural activities area; an outdoor educational center; and similar LASHP amenity spaces. These uses are consistent with the amenities evaluated in the LA ART EIR and consistent with the uses considered in the LASHP General Plan.

It is anticipated that the Modified Park Amenities and Additional Park Improvements would not change the construction period access that was evaluated for the Approved Project in the LA ART EIR. The LA ART EIR considered that construction of the Approved Project would require partial and full lane closures during construction. The Modified LASHP Pedestrian Bridge would require closures of the roadway shoulder, which would be temporary and would only occur during the construction phase. As such, it is anticipated that the Modified LASHP Pedestrian Bridge would result in lesser construction road closure effects than the Pedestrian Bridge evaluated in the LA ART EIR. Though these temporary closures during construction could disrupt vehicular, pedestrian, and bicycle access within and between communities, there would be a variety of options available for connections and access within the Project area, with Alameda Street, Alhambra Avenue, Alpine Street, Spring Street, and Broadway remaining partially open during different phases of construction. In addition, similar to the Approved Project and Pedestrian Bridge considered in the LA ART EIR, the provision of pedestrian detours during certain phases of construction would allow for continued pedestrian access within the Project area. These communities will remain accessible from other surrounding streets, and these closures would not physically divide these communities. Therefore, similar to the Approved Project, impacts with respect to land use and planning for the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be less than significant.

Additionally, the following guidelines are provided under the Access and Circulation Goal of the LASHP General Plan:

- Guideline 3: Explore opportunities to link pedestrian and cycling trails within the Park with neighborhood and regional transportation systems, including regional trails.
- Guideline 4: Explore opportunities to provide convenient and safe pedestrian and cycling access throughout the Park, with connections from communities along North Broadway. Coordinate with [Metro] to consider pedestrian bridge possibilities over the Gold Line right of way.

Similar to the Approved Project and Pedestrian Bridge considered in the LA ART EIR, the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would implement these guidelines. Therefore, construction of the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be consistent with the LASHP General Plan.

In the LA ART EIR, State Parks determined that the Approved Project would be inconsistent with the LASHP General Plan because the identified land uses in the General Plan's Preferred Park Concept Elements did not contemplate a transit station like the Approved Project's Chinatown/State Park Station. State Parks considered this inconsistency a potentially significant impact in the LA ART EIR. Mitigation Measure LUP-A from the LA ART EIR required the Approved Project to obtain a LASHP General Plan Amendment to reduce this impact to less than significant. The proposed LASHP GPA described in Section 2.0, Project Description, of this Addendum (and included as Attachment A of this Addendum) implements the requirements of Mitigation Measure LUP-A from the LA ART EIR. The updates to the LASHP General Plan included in the LASHP GPA would allow for transit use within the LASHP and ensure the Approved Project, and Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge, would be consistent with the LASHP General Plan.

Conclusion

No new significant impact related to land use and planning would occur as a result of implementation of the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge. The LA ART EIR determined that land use and planning impacts would be less than significant with implementation of mitigation measures and the land use and planning impacts from the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge are similar to the Approved Project. Therefore, no new mitigation measures which were previously found to be infeasible were identified as feasible. No new mitigation measures which are considerably different than those analyzed in the LA ART EIR are proposed. The LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would, therefore, be consistent with the effects of implementation of the Approved Project as analyzed by the LA ART EIR.

3.2.9 Noise and Vibration

Construction noise associated with the Approved Project was analyzed in the LA ART EIR. Construction of the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would use similar construction equipment to those analyzed in the LA ART EIR. The LA ART EIR concluded that significant noise impacts would occur during construction activities. The Approved Project would implement Mitigation Measure NOI-A of the LA ART EIR to reduce construction noise impacts through the

use of noise barriers and locating equipment as far from noise-sensitive receptors, to the extent feasible. Construction would also be subject to NOI-PDF-B of the LA ART EIR, which requires maintenance of construction equipment, community outreach, avoidance of unnecessary construction equipment idling, and the use of electrical equipment where practicable. Nonetheless, the LA ART EIR concluded that construction noise impacts would remain significant and unavoidable.

There are no changes to the construction of the Chinatown/State Park Station. While the Additional Park Improvements would include additional excavation during construction beyond what the LA ART EIR considered, this minor earthwork would occur using the same construction equipment as assumed in the LA ART EIR for the Approved Park Amenities, and would be constructed simultaneously with the Modified Park Amenities. As such, the Additional Park Improvements would generate similar type and volume of construction noise as the Approved Project, and the noise generated would affect the same sensitive receptors as the Approved Project Chinatown/State Park Station. The LA ART EIR determined that construction of the Approved Project Chinatown/State Park Station, including the Approved Park Amenities identified in Section 2.1 of this Addendum, could result in significant impacts to the following NSRs: NSR 8T (Future Residential Development), NSR 8 (Future Residential Development), NSR 9 (Blossom Plaza), NSR 10 (Future Residential Development), NSR 11 (Capitol Milling), NSR 12 (Llewellyn Apartments), and NSR 14S (Los Angeles State Historic Park – South) (see Tables 3.13-17 through Table 3.13-20 of the Draft LA ART EIR). Because the Additional Park Improvements would utilize the same construction equipment within the similar distances to NSRs evaluated in the LA ART EIR, average construction noise (L_{eq}) for the identified NSRs would be similar as the LA ART EIR.¹¹ With implementation of Mitigation Measure NOI-A, the LA ART EIR concluded that significant construction noise impacts would remain significant and unavoidable at these NSRs. Mitigation Measure NOI-A would be applicable to the Additional Park Improvements; and the Additional Park Improvements would have the same construction noise impact as the Approved Project. The Additional Park Improvements would also require an additional 504 CY of excavation and 247 CY of export, resulting in an additional 25 total one-way truck hauling trips during construction. The additional 25 total one-way truck hauling trips during construction would not increase construction traffic noise impacts associated from hauling to perceptible levels. Construction traffic noise in the LA ART EIR determined a 0.2 dB increase along Spring Street (south of the Additional Park Improvements) and 0.1 dB increase along Broadway (north of the Additional Park Improvements) as compared to the established noise threshold of a 5 dB increase.¹² The LA ART EIR evaluated 16 heavy truck trips per hour for the entire Approved Project, and the Additional Park Improvements would result in up to 25 one-way truck trips over the course of 16 weeks. Therefore, the Additional Park Improvements

¹¹ L_{eq} represents an average of the sound energy occurring over a specified period. In effect, L_{eq} is the steady-state sound level containing the same acoustical energy as the time-varying sound that actually occurs during the same period. The evaluation is based on equipment, distances to sensitive receptors and acoustical factors.

¹² Under the decibel scale, a doubling of sound energy corresponds to a 3 dB increase. When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions. However, given a sound level change measured with precise instrumentation, the subjective human perception of a doubling of loudness will usually be different than what is measured. It is widely accepted that people can begin to detect sound level increases of 3 dB in typical noisy environments. Furthermore, a 5 dB increase is generally perceived as a distinctly noticeable increase, and a 10 dB increase is generally perceived as a doubling of loudness. Therefore, a doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3 dB increase in sound level, would generally be perceived as barely detectable.

would not double the construction traffic evaluated in the LA ART EIR and therefore would not result in a perceptible increase and would be below the established threshold.

The LA ART EIR identified that the Pedestrian Bridge would generate the same type and volume of construction noise as the Project, and the noise generated would affect the same sensitive receptors in the vicinity of the LASHP and Broadway Junction. In addition to the significant construction noise impacts listed above from the construction of the Approved Project Chinatown/State Park Station, the LA ART EIR identified that the Broadway Junction construction noise would result in significant impacts to the following NSRs: NSR 14N (Los Angeles State Historic Park – North), NSR 16 (Cathedral High School), NSR 17N (Single Family Residential), and NSR 17S (Single Family Residential) (see Tables 3.13-17 through Table 3.13-20 of the Draft LA ART EIR). While the Modified LASHP Pedestrian Bridge would include additional excavation during construction beyond what the LA ART EIR considered, this minor earthwork would occur using the same construction equipment as assumed in the LA ART EIR, in a smaller construction footprint, and would occur in a shorter duration than assumed in the LA ART EIR. The Modified LASHP Pedestrian Bridge would have construction equipment operating the same distances to NSRs as evaluated in the LA ART EIR. Because the Modified LASHP Pedestrian Bridge would utilize the same construction equipment within the similar distances to NSRs evaluated in the LA ART EIR, average construction noise (L_{eq}) for the identified NSRs would be similar as the LA ART EIR, though the construction period would be one week less than the construction assumed in the LA ART EIR. As such, the Modified LASHP Pedestrian Bridge would generate similar type and volume of construction noise as assumed in the LA ART EIR, and the noise generated would affect the same sensitive receptors as the LA ART EIR considered. With implementation of Mitigation Measure NOI-A, the LA ART EIR concluded that significant construction noise impacts would remain significant and unavoidable at these NSRs. Mitigation Measure NOI-A would be applicable to the Modified LASHP Pedestrian Bridge; and the Modified LASHP Pedestrian Bridge would have the same construction noise impact as considered in the LA ART EIR. The Modified LASHP Pedestrian Bridge would require an additional 584 CY of export, resulting in up to 59 additional total one-way truck hauling trips during construction. The additional 59 total one-way truck hauling trips during construction of the Modified LASHP Pedestrian Bridge would not increase impacts associated from hauling to perceptible levels. Construction traffic noise in the LA ART EIR determined a 0.2 dB increase along Spring Street (south of the Modified LASHP Pedestrian Bridge) and 0.1 dB increase along Broadway (north of the Modified LASHP Pedestrian Bridge) as compared to the established noise threshold of a 5 dB increase. The LA ART EIR evaluated 16 heavy truck trips per hour for the entire Approved Project, and the Modified LASHP Pedestrian Bridge would result in up to 59 one-way truck trips over the course of construction. Therefore, the Modified LASHP Pedestrian Bridge would not double the construction traffic evaluated in the LA ART EIR and therefore would not result in a perceptible increase and would be below the established threshold.

The Modified Park Amenities would utilize the same construction equipment within the same construction area, for similar construction durations, as was identified for the Park Amenities in the LA ART EIR. The Modified Park Amenities would not result in any changes to construction assumptions considered in the LA ART EIR. As such, the construction period noise and vibration associated with the Modified Park Amenities would be unchanged from the impacts of the Approved Project disclosed in the LA ART EIR.

Mitigation Measure NOI-A and NOI-PDF-B would be required for the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge to reduce construction noise impacts from stationary equipment, and to reduce impacts to the local community related to disturbances from construction noise. Similar to the Approved Project and Pedestrian Bridge evaluated in the LA ART EIR, impacts with respect to noise for the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be significant and unavoidable, even with mitigation. Because the Project's construction equipment and methods would remain unchanged from those assessed in the LA ART EIR and because the area of construction would be reduced as compared to the area of construction assumed in the LA ART EIR, there would not be an increase in the severity of the impact the LA ART EIR identified.

The LA ART EIR evaluated potential construction vibration impacts. Generally speaking, ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The potential effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The LA ART EIR concluded that construction activities for the Chinatown/State Park Station of the Approved Project would exceed the vibration annoyance threshold (72 VdB at residences or 75 VdB at institutional structures), but not the building damage threshold (0.3 in/sec) at the following vibration-sensitive receptors (VSR): VSR 19 (Future Residential Development) and VSR-13 (Capitol Milling Company). The LA ART EIR concluded that construction activities for the Broadway Junction of the Approved Project would exceed the vibration annoyance threshold (72 VdB at residences or 75 VdB at institutional structures), but not the building damage threshold (0.3 in/sec) at the following vibration-sensitive receptors (VSR): VSR 15 (Cathedral High School Auditorium), VSR 16 (Cathedral High School Office Building), VSR 17 (451, 437, and 438 Savoy Street) (see Tables 3.13-28 of the Draft LA ART EIR). The LA ART EIR identified that because the human annoyance threshold is so low, it is already exceeded on roadways by existing truck trips. As such, mitigation measures to reduce human annoyance from vibration were not identified and the exceedances of the human annoyance vibration threshold remain significant and unavoidable.

Any potential minor increases in construction period vibration levels attributable to the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be primarily associated with the increased soil excavation. However, these potential increases would be negligible as the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would have similar construction duration, equipment and techniques as evaluated for the Approved Project and the Pedestrian Bridge in the LA ART EIR. Given that the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would result in only minor increases in ground disturbance within the same general footprint with similar construction techniques and durations, the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would not generate significantly more vibration than the Approved Project. Further, operation of the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would not generate perceptible vibration for the same reasons discussed in the LA ART EIR for the Approved Project.

The LA ART EIR also evaluated noise impacts associated with Approved Project operations and concluded that operational noise impacts would be less than significant. Consistent with the LA ART EIR, operation

of the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would not exceed operational noise thresholds given that the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be operated in the same general location as the Approved Project and Project operations are the same.

Conclusion

No new significant impact related to noise or vibration would result, nor would a substantial increase in the severity of the impacts previously identified in the LA ART EIR occur as a result of implementation of the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge. The LA ART EIR determined that construction period noise and vibration impacts would be significant and unavoidable and the noise impacts from the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge are similar to the Approved Project. Therefore, no new mitigation measures which were previously found to be infeasible were identified as feasible. No new mitigation measures which are considerably different than those analyzed in the LA ART EIR are proposed. The LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would, therefore, be consistent with the effects of implementation of the Approved Project as analyzed by the LA ART EIR.

3.2.10 Public Services

The LA ART EIR identified that the Approved Project would have less than significant impacts to public services with implementation of mitigation measures. The LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge do not create the need to expand or to construct any new fire departments, police stations, schools, parks or other public facilities such as libraries or hospitals. The LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge do not propose housing units that would otherwise increase the population and therefore increase usage of the park resulting in unacceptable service ratios, response times or other performance objectives. Consistent with the LA ART EIR, the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would not significantly increase the need for public services and would not induce substantial population growth that would require expanded public services. The impact would be less than significant.

Construction of the Modified Park Amenities and Additional Park Improvements would not require road closures.¹³ Construction of the Modified LASHP Pedestrian Bridge would require closure of the shoulder of North Broadway, east of Bishops Road, which is a lesser amount of disruption as compared to the LA ART EIR. As identified in the LA ART EIR, emergency response times to both Police and Fire services could be impacted. However, a Construction Traffic Management Plan, as outlined in Mitigation Measure TRA-B of the LA ART EIR would be required to ensure adequate emergency access is maintained during construction activities. In addition, compliance with the City's Emergency Operations Plan and the Los Angeles Fire Code, as well as coordination with LAFD prior to construction, would ensure that LAFD would have adequate access to fire response facilities, including hydrants, fire lanes, etc. during

¹³ As analyzed in the LA ART EIR, construction of the Chinatown/State Park Station would require closures for 10 days as part of the Chinatown/State Park Station Vertical Circulation/Hardscape and Landscape/Interior Work phase of construction.

construction. Similarly, coordination with LAPD prior to construction would ensure that LAPD would have adequate access to areas requiring access during emergencies to maintain orderly flow of traffic in, out, and around all areas affected by a disaster with priority given to provide ingress/egress for emergency vehicles responding to any disaster.

As identified in the LA ART EIR, there are four schools located near the LASHP: Ann Street Elementary School, Castelar Elementary School, Cathedral High School, and Chinese Consolidated School. The LA ART EIR found Cathedral High School, the nearest school to the LASHP, has the potential to result in temporary impacts but not substantial adverse physical impacts. The LA ART EIR found that the other three schools in the area would not be substantially impacted by construction of the Approved Project due to the distance of the schools from the Approved Project construction.

Similar to the Approved Project and Pedestrian Bridge considered in the LA ART EIR, construction of the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge could result in temporary impacts related to dust, noise, and lane closures, that may indirectly impact Cathedral High School. However, given the temporary impacts associated with construction, the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would not require the provision of new or physical altered governmental facilities in order to maintain acceptable performance objectives for schools. Similar to the Approved Project, it is not anticipated that the other three schools within the Project Study Area would not be substantially impacted by construction of the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge due to the distance of the schools from the construction activities.

Regarding other public facilities, while temporary lane closures during construction would increase traffic volumes on detour routes, which could increase traffic congestion on those routes, the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge, like the Approved Project and pedestrian bridge considered in the LA ART EIR, is located in an established urban area that is well-served by the surrounding roadway network. As mentioned above, Mitigation Measure TRA-B from the LA ART EIR would be required to ensure adequate emergency access is maintained during construction activities. In addition, it is not anticipated that the labor force for construction of the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would result in an increase in demand for libraries, senior centers, homeless bridge housing facilities, or childcare services.

Therefore, similar to the Approved Project, impacts with respect to public services for the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be less than significant with mitigation.

Conclusion

No new significant impact related to public services would occur as a result of implementation of the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge. The LA ART EIR determined that public service impacts would be less than significant with implementation of Mitigation Measure TRA-B, and the public service impacts from the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge are similar to the Approved Project. Therefore, no new mitigation measures which were previously found to

be infeasible were identified as feasible. No new mitigation measures which are considerably different than those analyzed in the LA ART EIR are proposed. The LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge Improvements would, therefore, be consistent with the effects of implementation of the Approved Project as analyzed by the LA ART EIR.

3.2.11 Parks and Recreation

The Approved Project would result in less than significant impacts to parks and recreation. The potential impacts to recreation and park resources from the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would remain less than significant and be similar to the Approved Project.

As identified in the LA ART EIR, the LASHP has the potential to be impacted by the Chinatown/State Park Station. The northern portion of the station, which is located to the south and outside the existing gate for the LASHP, would be integrated into the southern boundary of the LASHP. As identified in the LA ART EIR, construction of the Chinatown/State Park Station, which includes hardscape and landscape improvements, would require the temporary closure of approximately 1.59 acres of the southern entrance to LASHP during the approximately 19 months construction duration for the Chinatown/State Park Station. Additionally, the LA ART EIR identified that the Pedestrian Bridge would require the closure of approximately 2.3 acres of the LASHP, in an area known as the overlook, which would be temporarily fenced off for approximately 60 weeks for construction of the pedestrian bridge.

Under the Approved Project, the concurrent construction of the Approved Project and the Pedestrian Bridge would result in the maximum temporary closure of approximately 169,000 square feet (3.89 acres) of the LASHP. The concurrent construction of the Chinatown/State Park Station, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would result in the maximum temporary closure of approximately 146,000 square feet (3.39 acres), which is a reduction in the maximum temporary closure in the LASHP. While these are the maximum amount of construction period park closures, the Additional Park Improvements Area, requiring up to 25,000 square feet (0.6 acres) of park closure, would occur over just 16 weeks simultaneously with the Chinatown/State Park Station Vertical Circulation/Hardscape and Landscape/Interior Work construction phase. Additionally, the Modified LASHP Pedestrian Bridge would have a slightly shorter construction duration than the Approved Project Pedestrian Bridge (59 weeks versus 60 weeks). The overall construction duration of the Chinatown/State Park Station Vertical Circulation/Hardscape and Landscape/Interior Work construction phase would be unchanged.

While there would be temporary closures, access to the LASHP would be maintained as there are various access points (e.g., at the intersection of Sortello and North Spring Street). Similar to the Approved Project and Pedestrian Bridge considered in the LA ART EIR, construction of the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would temporarily fence off portions of the park, generate dust and noise, and introduce heavy construction equipment into the area, which may potentially discourage people from using certain portions of the park, disrupt events occurring at the park, or increase the use of the open portions of the park. However, other options for pedestrian access, including the provision of pedestrian detours during construction, would allow for continued pedestrian access within the Project area.

The concurrent construction of the Chinatown/State Park Station, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would result in the maximum temporary closure of approximately 146,000 square feet (3.39 acres), which is a slight reduction in the maximum temporary closure in the LASHP. As such, similar to the Approved Project, with the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge patrons would still be able to access approximately 28.61 acres of the 32-acre LASHP during construction activities within the LASHP, and it is not anticipated that construction activities in one area of the Park would increase the use in other areas of the Park such that substantial physical deterioration of the facility could occur. In addition, coordination with State Parks during construction of the Chinatown/State Park Station, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge regarding construction schedule and activities would ensure that park programming and use of the facility could still occur in other parts of the Park while minimizing physical deterioration of the LASHP. Therefore, impacts related to the substantial increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated would be less than significant for the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge.

The Modified Park Amenities would include amenities such as approximately 740 square feet of concessions, 770 square feet of restrooms, and a 220 square foot covered breezeway connecting the concessions and restrooms. The Modified Park Amenities and Additional Park Improvements may also include the following, additional Park Amenities: drinking fountains, benches, flexible seating, interpretative children's play zones, temporary art installations, interactive LASHP kiosks, a cultural activities area, an outdoor educational center, and similar LASHP amenity spaces. These amenities would be operated by the LASHP. These proposed amenities would not change the existing use and capacity of LASHP, as the LASHP already includes these types of amenities intended for use by Park patrons.

Conclusion

No new significant impacts related to parks and recreational facilities would occur as a result of implementation of the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge. The LA ART EIR determined that impacts related to parks and recreational facilities would be less than significant and the impacts related to parks and recreational facilities from the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge are similar to the Approved Project. Therefore, no new mitigation measures which were previously found to be infeasible were identified as feasible. No new mitigation measures which are considerably different than those analyzed in the LA ART EIR are proposed. The LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would, therefore, be consistent with the effects of implementation of the Approved Project as analyzed by the LA ART EIR.

3.2.12 Transportation

The transportation impacts of the Approved Project would result in less than significant impacts with implementation of mitigation measures. Similar to the Approved Project, the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would not include any

transit, roadway, bicycle, or pedestrian facilities that would conflict with a program, plan, ordinance, or policy addressing the circulation system. Construction and operation of the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would not result in any new vehicle trips that were not previously analyzed in the LA ART EIR. Therefore, an increase in vehicle miles traveled (VMT) would not occur. The Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be located in similar locations as were considered in the LA ART EIR for the Approved Project, would not obstruct visibility of the roadway for motorists, therefore, no visibility impact would result from operation of the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge.

The Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would not include any new driveway, roads, or other geometric design features that would substantially increase traffic hazards. The Modified LASHP Pedestrian Bridge engineering and design refinements are designed to improve pedestrian connectivity to the existing pedestrian infrastructure (i.e., the crosswalk on North Broadway and the overlook). Therefore, similar to the Approved Project, the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would result in less than significant transportation impacts related to a hazardous design feature.

Consistent with the LA ART EIR, the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would not impede emergency access. Construction of the Modified LASHP Pedestrian Bridge would require sidewalk closures and closure of the shoulder on North Broadway near its intersection with Bishops Road. As with the Approved Project, construction worksites would be fenced, and lane closures and associated lane tapers, temporary advance warning signs, detour signs, etc., would be implemented in accordance with the California MUTCD and LADOT requirements to ensure that no significant temporary geometric design hazards are introduced during the construction period. Potential impacts to public transportation would be the same under the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge as those assessed in the LA ART EIR and could, for example, include temporary closure of the Metro A Line for placement of the pedestrian bridge span. Any potential closure would be limited in time, up to 12 hours, and, like for the Approved Project, a bus bridge would be implemented as necessary. Also like the Approved Project, the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would also implement Mitigation Measure TRA-B, which would require implementation of a Construction Traffic Management Plan to ensure adequate access is maintained throughout all construction activities to reduce impacts from construction disruptions, like lane closures or detours. Therefore, similar to the Approved Project, impacts with respect to transportation for the Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would be less than significant with mitigation. The impact would be less than significant with implementation of Mitigation Measure-TRA-B and -C from the LA ART EIR.

Conclusion

No new significant impact related to transportation would occur as a result of implementation of the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge. The LA ART EIR determined that transportation impacts would be less than significant with

implementation of mitigation measures and the transportation impacts from the LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge are similar to the Approved Project. Therefore, no new mitigation measures which were previously found to be infeasible were identified as feasible. No new mitigation measures which are considerably different than those analyzed in the LA ART EIR are proposed. The LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would, therefore, be consistent with the effects of implementation of the Approved Project as analyzed by the LA ART EIR.

4.0 Conclusion

The LASHP GPA, Modified Park Amenities, Additional Park Improvements, and Modified LASHP Pedestrian Bridge would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects that would result in substantial revisions to the LA ART EIR. Additionally, there are no mitigation measures or alternatives that were previously found not to be feasible that would be feasible, or mitigation measures or alternatives that are considerably different from those analyzed in the LA ART EIR and would substantially reduce one or more significant effects. Given that none of the conditions described in CEQA Guidelines Section 15162 have occurred, and only minor changes or additions to the LA ART EIR are necessary, State Parks has determined that no subsequent or supplemental EIR is necessary and, in accordance with Section 15164(a), an Addendum to the LA ART EIR is appropriate.

5.0 References

- California Department of Parks and Recreation and California Department of Toxic Substances Control. (2026). *Land Use Covenant and Agreement: Environmental Restrictions, Cornfield Site (Site Code 301019), 1245 North Spring Street*. Los Angeles, CA.
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Attachment A

Los Angeles State Park General Plan Amendment

LOS ANGELES STATE HISTORIC PARK GENERAL PLAN AMENDMENT

General Plan Approved
June 2005

Proposed Amendment
October 15, 2026



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2026 Proposed Amendment Summary

The Los Angeles State Historic Park General Plan was approved by the California State Park and Recreation Commission in June 2005. This proposed General Plan Amendment establishes a transit land use area within Los Angeles State Historic Park (LASHP) to accommodate the development and operation of a portion of the proposed Los Angeles Aerial Rapid Transit Project (LA ART Project).

The proposed General Plan Amendment includes the following additions to the 2005 General Plan, which can be accessed in its entirety at the [LASHP website](#) for contextual and cross-reference purposes:

- **Addition 1, Los Angeles Aerial Rapid Transit Project Area (Land Use):** Language is added to include the Los Angeles Aerial Rapid Transit Project Area (LA ART Project Area) as a land use within LASHP. This proposed addition is made to Chapter 4.4 of the General Plan, Preferred Park Concept, pages 71 and 72, under Preferred Park Concept Elements. Related language will also appear on page 72, under Cultural Activities Area, to indicate that the Cultural Activities Area and the LA ART Project Area land uses will be “the most developed portions of the Park.”
- **Addition 2, LA ART Project Area (Illustration):** An illustration of the LA ART Project Area within LASHP is added as Figure 4-3, Los Angeles Aerial Rapid Transit Project Area. This proposed addition is made to Chapter 4.4 of the General Plan, Preferred Park Concept, and is intended to appear on page 75, under Preferred Park Concept Elements.
- **Addition 3, LA ART Project Area (Description):** Language is added to describe the LA ART Project and the LA ART Project Area, as well as the appropriate transit use and access support facilities therein. This proposed addition is made to Chapter 4.4 of the General Plan, Preferred Park Concept, page 77, under Preferred Park Concept Elements.
- **Addition 4, Vegetation Management and Landscape Treatments (Goal and Guideline Overview):** Language is added to indicate that the proposed LA ART Project Area would be an area of “intense activity,” where landscaping “vegetation treatment possibilities” shall be considered. This proposed addition is made to Chapter 4.5 of the General Plan, Goals and Guidelines, page 82, under Vegetation Management and Landscape Treatments.
- **Addition 5, Vegetation Management and Landscape Treatments (Specific Goal and Guideline):** Language is added to extend an existing goal and related guideline for the provision of “specialized landscape treatments” in Park land use areas to the proposed LA ART Project Area. This proposed addition is made to Chapter 4.5 of the General Plan, Goals and Guidelines, page 84, under Vegetation Management and Landscape Treatments.
- **Addition 6, Access and Circulation (Goal):** Language is added to establish a goal for accommodation within the LA ART Project Area of the LA ART Project, which will provide direct access to the regional transit network at Los Angeles Union Station. This

proposed addition is made to Chapter 4.5 of the General Plan, Goals and Guidelines, page 94, under Access and Circulation.

- **Addition 7, Access and Circulation (Guidelines):** Language is added to establish broad-based design and development guidelines for the LA ART Project Area, including related and ancillary facilities. These proposed additions are made to Chapter 4.5 of the General Plan, Goals and Guidelines, pages 94 and 95, under Access and Circulation.

Collectively, these seven additions to the 2005 General Plan comprise the proposed 2026 General Plan Amendment.

2026 Proposed Amendment

The seven proposed additions to the 2005 General Plan, as summarized above in the proposed 2026 Amendment Summary, are provided below, as they would appear in the amended General Plan. Dark red/maroon-colored text is shown with ~~strikethrough~~ and underline to indicate language that is removed and added, respectively.

Addition 1, Los Angeles Aerial Rapid Transit Project Area (Land Use)

Preferred Park Concept Elements

The Park will consist of several kinds of land uses. The specific locations and configurations of these land uses will be determined through a design process that will take place in the future. The land uses to be included in the Park are: Cultural Activities, Recreation Open Space, Garden Open Space, ~~and~~ Natural Open Space, and Los Angeles Aerial Rapid Transit Project Area.

Cultural Activities Area

The Cultural Activities area will be the place where park visitors learn about the cultural heritage of Los Angeles and California. This area of the Park might include:

- outdoor and indoor gathering spaces;
- visitor information;
- general park orientation; and
- interpretive activities.

The concentration of cultural activities and facilities in this area will provide a gateway for park access. The area can be a park destination and an embarkation point to other areas of the Park via a parkwide thematic Heritage Trail. The design of this area should be consistent and compatible with the Plan's intent to maximize open space within the Park.

Various cultural activities could take place in this area:

- interpretation through lectures, classes, and hands-on activities;
- cultural events and celebrations.

This can be a very active area that offers a high degree of interaction among individual park visitors, families, and groups as well as park staff and volunteers.

The Cultural Activities area will be one of the most developed portions of the Park and might include a building in which interpretive/educational classes, lectures, interpretive activities, and special events could occur. This structure could also provide park orientation and visitor information services.

Addition 2, LA ART Project Area (Illustration)

Addition 2, LA ART Project Area (Illustration) Figure 4-3, Los Angeles Aerial Rapid Transit Project Area.



Addition 3, LA ART Project Area (Description)

Los Angeles Aerial Rapid Transit Project Area

The Los Angeles Aerial Rapid Transit Project Area (LA ART Project Area), as illustrated in Figure 4-3, will accommodate the portion of the Los Angeles Aerial Rapid Transit Project (LA ART Project) located in the Park. The LA ART Project is a 1.2-mile aerial gondola public transit system intended to connect Los Angeles Union Station to Dodger Stadium. The proposed LA ART Project would include an intermediate public transit station at the southernmost entrance of the Park.

Due to its proximity to existing public transportation infrastructure, the southernmost portion of the Park presents a suitable location for the LA ART Project Area. Appropriate facilities in the LA ART Project Area will support transit use and access solely in conformance with the description of the proposed LA ART Project, as detailed in Section 3 of the Project's Final Environmental Impact Report dated December 2023 (LA ART EIR)¹, and may include:

- an aerial gondola public transit system station, cables, and cabins;
- aerial gondola public transit system ancillary uses and equipment, structures, and facilities to support the system and passengers;
- a mobility hub where passengers and park users would be able to access a suite of first- and last-mile, multi-modal transportation options, such as a bike share program;
- lighting, wayfinding information, and signage;
- State Parks concession services;
- passenger, visitor, and park amenities;
- outdoor and indoor public gathering spaces;
- surrounding area and general park orientation facilities and services; and
- interpretive features.

The LA ART Project Area will be one of the most developed portions of the Park and can serve as a park destination and embarkation point to other park areas. The LA ART Project Area is intended to be an area of intense activity that offers a high degree of interaction among transit passengers and park visitors, staff, volunteers, and State Parks concessionaires. The concentration of facilities and activities in the LA ART Project Area will provide a gateway for park access.

Facilities in the LA ART Project Area should be thoughtfully designed and developed in a manner consistent and compatible with the Plan's intent to maximize open space within the

¹ The LA ART EIR (State Clearinghouse No. 2020100007) collectively includes the Draft EIR (2022), Final EIR (2024), Errata (2024), Draft Supplemental EIR (2025), Final Supplemental EIR (2025), and Errata (2025)

Park, and to minimize impacts to natural, cultural, and recreational resources to the fullest extent possible.

Features incorporating interpretive themes into the materials and design of the LA ART Project Area's facilities, amenities, and gathering spaces will reinforce the Preferred Park Concept, help unify the Park, and offer the Park's diverse visitors meaningful informative and immersive experiences that deepen their understanding of the Park's historical significance.

Addition 4, Vegetation Management and Landscape Treatments (Goal and Guideline Overview)

Vegetation Management and Landscape Treatments

Due to the unusual circumstances of creating an urban park of statewide significance from a brownfield and former rail yard, vegetation establishment and landscape treatments at the Park will be unique. The Park Concept intends that there be a general parkwide vegetation management framework and landscaping strategy that allows for focused vegetation treatment within individual Plan elements.

There are specific site development and vegetation treatment possibilities considered for each of the Park elements such as: grass areas for the Recreation Open Space; possible historical, cultural, or ethnic gardens for the Garden Open Space; native vegetation and habitat establishment for the Natural Open Space; and landscaping in intense activity plaza areas in the Cultural Activities area and the LA ART Project Area. Some landscape treatment possibilities are identified as specific guidelines within each of the Plan elements.

Addition 5, Vegetation Management and Landscape Treatments (Specific Goal and Guideline)

Goal: Provide specialized landscape treatments for project elements that are consistent with the Park Concept.

Guidelines:

Natural 10: Allow for specialized landscape treatments in Park Element areas (i.e. Garden Open Space, Cultural Activities, Recreation Open Space, LA ART Project Area) that serve interpretive, cultural, or recreation purposes. Such landscaping should use non-invasive vegetation and be compatible with the overall parkwide vegetation management.

Addition 6, Access and Circulation (Goal)

Access and Circulation

Goal: Within the LA ART Project Area, accommodate the proposed LA ART Project, which will provide direct access to the regional transit network at Los Angeles Union Station.

Addition 7, Access and Circulation (Guidelines)

Guidelines:

Access 7: The LA ART Project Area should be thoughtfully designed and developed in a manner consistent with the Plan's intent to maximize open space within the Park, and to minimize impacts to natural, cultural, and recreational resources to the fullest extent possible.

Access 8: Features incorporating interpretive themes into the materials and design of the LA ART Project Area's facilities, amenities and gathering spaces will reinforce the Preferred Park concept, help unify the Park, and offer the Park's diverse visitors meaningful informative and immersive experiences that deepen their understanding of the Park's historical significance.

Access 9: Ensure that the LA ART Project features pedestrian and associated mobility improvements, such as crosswalks, sidewalks, signalization features and related facilities that provide safe and efficient connections to and from the Park, the surrounding communities, and Los Angeles County Metropolitan Transportation Authority's existing A Line Chinatown light rail station.

Appendix A: Chapter 4 of 2005 General Plan, Inclusive of Proposed Amendment Language

Dark red/maroon-colored text is shown with ~~striketrough~~ and underline to indicate language that is removed and added, respectively. Pagination from the 2005 General Plan is retained, where possible, for reference purposes. However, due to the addition of content for the Amendment, page numbers may vary slightly from the 2005 General Plan.

4. THE PLAN

- 4.1 Declaration of Purpose
- 4.2 Vision Statement
- 4.3 Park Principles
- 4.4 Preferred Park Concept
- 4.5 Goals and Guidelines
- 4.6 Managing Visitor Capacity
- 4.7 Future Studies

4. THE PLAN

The Plan section establishes the long-range vision and purpose for the Park and lays out the Park Principles, Preferred Park Concept and Goals and Guidelines for future development.

4.1 Declaration of Purpose

The purpose of a unit of the California State Parks System is determined by the prime resource values and opportunities for achieving the Department of Parks and Recreation's goals. These goals are expressed in the Department's *Mission* statement. The Declaration of Purpose is the guiding statement (unique to this park) that provides direction for park management and the preparation of this General Plan.

Declaration of Purpose

The purpose of Los Angeles State Historic Park is to provide the public with a place to learn and to celebrate the ethnically diverse history and cultural heritage of Los Angeles, with an emphasis on its evolution to an economic and industrial metropolis of the 21st Century with extraordinary influence throughout the world. The Park will contribute to the emerging Los Angeles River Greenway, stretching from the San Gabriel Mountains to the Pacific Ocean. The Park will bring a wide range of visitors together to examine and experience the complete story of Los Angeles. It will be a sanctuary from the dense, urban environment that surrounds it. The Park will connect abstract historical and social patterns to the personal experiences of Angelenos and visitors from the city, the state, the nation, and the world.

A Declaration of Purpose is required by the California Public Resources Code, Section 5002.2(b).

4.2 Vision Statement

The Vision Statement describes experience of visitors and what the Park should look like in the future. The development of Los Angeles State Historic Park is a "once-in-a-century opportunity" to create a verdant place in the heart of the city where visitors from all social, economic and cultural backgrounds can discover and celebrate the rich cultural connection to Los Angeles history. The Park will act as a critical building block in an urban renaissance of the historic heart of the city, a recognition of the richness of our past, and the enormous possibilities of our future.

Vision

Visitors to Los Angeles State Historic Park will enjoy a rejuvenating respite from the surrounding urban landscape in an expansive open space. The Park will be a desirable destination and important point of interest. Visitors will experience the environment through interpretive media and landscape features that recall the historical events of the region. Educational programs and activities will appeal to the interests of many visitors, from the local to the global community, will be varied in media, scope and diversity, and will emphasize the City of Los Angeles' cultural, historic, and commercial heritage.

4.3 Park Principles

The Park Principles establish a framework for developing the Preferred Park Concept and amplify the brief Vision Statement.

- **Develop a World Class Park**
Establish the Park as an historical and cultural center in the heart of Los Angeles attracting visitors from all over the world.
- **Create an Open and Inviting Park Environment**
Ensure that the Park serves as a gathering place where people from all social, economic, and cultural backgrounds can meet and interact.
- **Promote a “Touchstone” Landscape for Reflecting on Los Angeles’ Natural and Cultural Heritage**
Make this historical site a place of inspiration, reflection, and appreciation of history and nature through the interpretation of the Los Angeles River, focusing on its role in shaping the story of Los Angeles.
- **Develop the Park as a Prime Destination Through a Quality Interpretive or Educational Experience**
Create a range of opportunities for visitors to learn about the City’s cultural heritage through a variety of innovative interpretive and educational facilities and programs.
- **Emphasize the Importance of the Historic Site to Los Angeles, California, and the World**
Create educational features that describe the relationships between the Park’s history, the history of the surrounding communities, and the City of Los Angeles.

4.4 Preferred Park Concept

The Preferred Park Concept is entitled “Los Angeles Flow of History.” This concept will be implemented through land uses and interpretive programs based on the unifying, primary, and secondary themes (see Section 4.5 Goals and Guidelines, Education and Interpretation).

Los Angeles Flow of History Concept

The State Park site will be transformed from a former rail yard and brownfield to a verdant park and gathering place to examine, experience, and celebrate more than 10,000 years of the history and culture of Los Angeles. The Park will be a

portal to the cultural beginnings of Los Angeles and its transformation into one of the world's great urban centers. The Park will provide opportunities to learn about the entire range of Los Angeles history, from its natural riverine origins to its contemporary urban context. This includes the story of the struggle to avert additional industrial warehouse development in central Los Angeles and to acquire and establish a unique urban park on the site. This concept focuses on the experiences of those who inhabited the area and are a part of its diverse heritage. The Los Angeles Flow of History concept also creates a setting for activities that enhance the surrounding neighborhoods.

California State Parks will create a park with opportunities to learn about and celebrate the "Story of Los Angeles." The entire park will be an interpretive and cultural facility as well as an inviting open space. Because the Park is located in an urban environment, safety and security are a priority for visitors, staff, and surrounding neighbors. The Park will be an essential part of the urban revitalization of the historic heart of Los Angeles, a vital component of the emerging Los Angeles River Greenway, and a gathering place for many communities.

Preferred Park Concept Elements

The Park will consist of several kinds of land uses. The specific locations and configurations of these land uses will be determined through a design process that will take place in the future. The land uses to be included in the Park are: Cultural Activities, Recreation Open Space, Garden Open Space, ~~and~~ Natural Open Space, and Los Angeles Aerial Rapid Transit Project Area.

Cultural Activities Area

The Cultural Activities area will be the place where park visitors learn about the cultural heritage of Los Angeles and California. This area of the Park might include:

- outdoor and indoor gathering spaces;
- visitor information;
- general park orientation; and
- interpretive activities.

The concentration of cultural activities and facilities in this area will provide a gateway for park access. The area can be a park destination and an embarkation point to other areas of the Park via a parkwide thematic Heritage Trail. The design of this area should be consistent and compatible with the Plan's intent to maximize open space within the Park.

Various cultural activities could take place in this area:

- interpretation through lectures, classes, and hands-on activities;
- cultural events and celebrations.

This can be a very active area that offers a high degree of interaction among individual park visitors, families, and groups as well as park staff and volunteers.

The Cultural Activities area will be one of the most developed portions of the Park and might include a building in which interpretive/educational classes, lectures, interpretive activities, and special events could occur. This structure could also provide park orientation and visitor information services.

Creative features incorporating interpretive themes in the materials and design of the gathering spaces and associated facilities (such as paving, benches, water features, fencing, signage, landscape, etc.) will reinforce the park concept and help unify the Park. Furthermore, park facilities should provide opportunities for both daytime and evening events.

Recreation Open Space

The Recreation Open Space area will be a place for visitors to enjoy a variety of outdoor informal recreational activities. This area may also be used for special events by itself or in combination with the Cultural Activities area.

A wide variety of informal recreation activities could take place in this area. These activities can include: informal playfield activities, family and group picnicking, kite-flying, jogging, casual walks, casual bicycling, and just watching the people pass by.

Appropriate facilities in this area should support group, family and individual activities, and include:

- family and group picnic areas;
- trails;
- interpretive features;
- restrooms; and
- shade and wind shelter using tree canopies or shade structures.

The location of trees or shade structures should avoid interfering with desired views from other areas of the Park and should be located at the perimeter of the open space areas to maximize activity space. Limited parking and/or passenger and equipment drop-off areas should be in a nearby convenient location. Flexibility in the design of recreational spaces and facilities will respond to the diversity of the visitors and changing recreational trends.

Figure 4-1, Park Concept Plan.



ARCHIVED CONTENT: Please note this figure was originally published as part of the 2005 Los Angeles State Historic Park General Plan. For additional information, please contact lastatehistoricparkgpa@parks.ca.gov or by mail at: Strategic Planning and Recreation Services Division, c/o LASHP GPA, PO Box 942896, Sacramento, CA 94296-0001

Figure 4-2, Regional Connectivity Map.



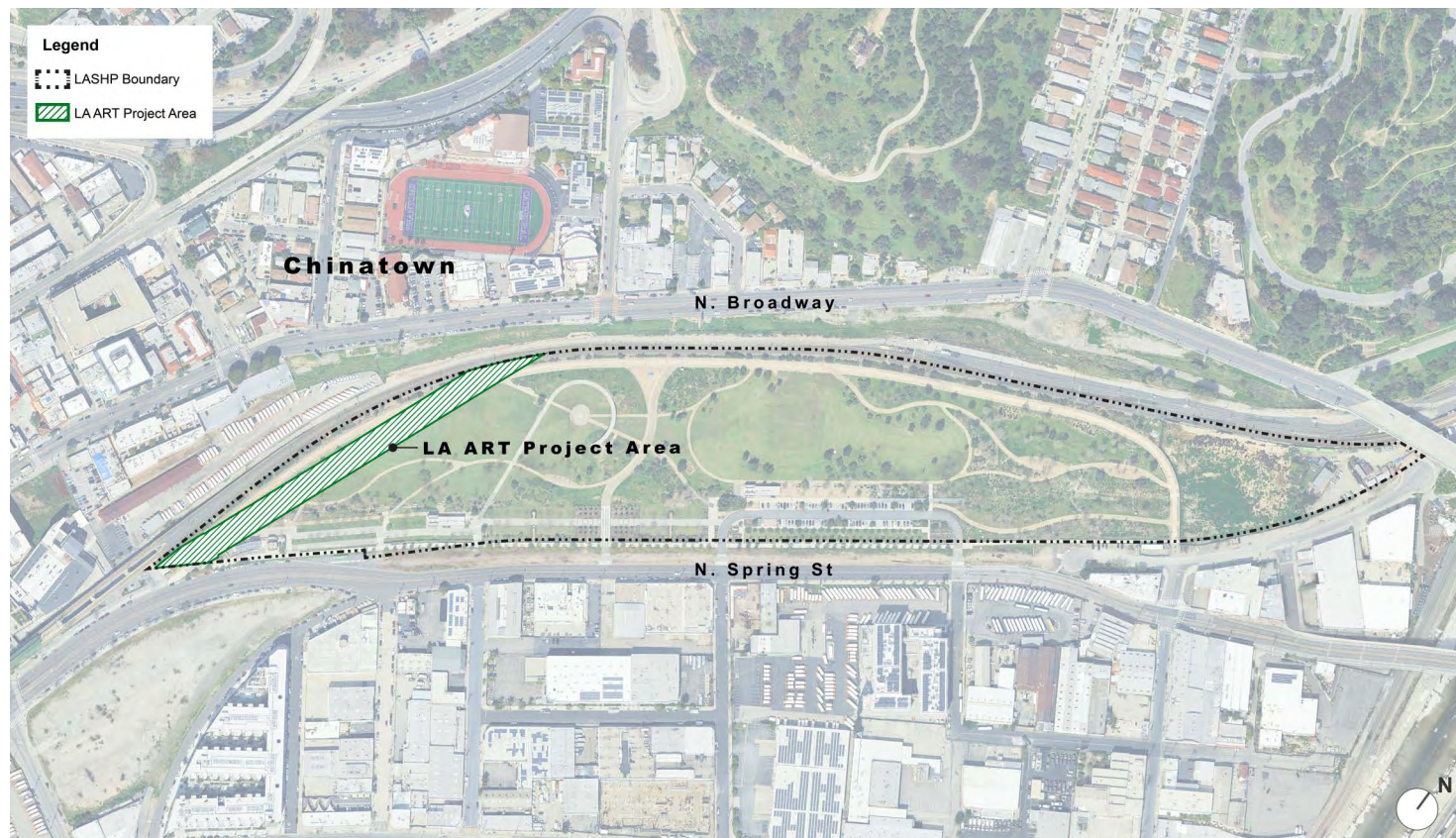
proposed **Los Angeles State Historic Park**
Regional Connectivity (Cornfield Site)



Draft 1-21-05

ARCHIVED CONTENT: Please note this figure was originally published as part of the 2005 Los Angeles State Historic Park General Plan. For additional information, please contact lastatehistoricparkgpa@parks.ca.gov or by mail at: Strategic Planning and Recreation Services Division, c/o LASHP GPA, PO Box 942896, Sacramento, CA 94296-0001

Figure 4-3, Los Angeles Aerial Rapid Transit Project Area.



Garden Open Space

The Garden Open Space area will offer a variety of garden experiences. State Parks will involve and coordinate with interested stakeholder groups to plan and develop gardens and garden activities that represent statewide interests.

Various garden activities and features that could be supported in this area include:

- observation;
- nature study;
- photography,
- gardening classes;
- demonstrations of traditional uses of plants;
- plants commonly used in other areas or in Los Angeles' past; and
- native, drought tolerant plants.

This area of the Park will also be a place of solitude and quiet contemplation. Interpretive programs will reflect the garden themes and will appeal to visitors of all ages and cultures.

Facilities would be those necessary and appropriate to support garden activities and encourage visitor participation. Facilities may include trails, benches, storage areas, utilities, and interpretive elements such as outdoor exhibits.

Natural Open Space

The Natural Open Space area will demonstrate the natural habitats that may have once existed in and near the Park site. There will be an emphasis on reestablishing native plant communities which will begin to create a connection to the Los Angeles River. Plants will include those species known to have historically occurred on-site and will include trees, shrubs, sub-shrubs, vines, grasses, and annual wildflowers, as appropriate. In some areas, decorative native plant species will be selected.

In this area, visitors may study nature, observe birds, and learn about the role of natural resources in the cultural heritage of the Los Angeles region. Trails will provide opportunities for discovery and recreation, with interpretive signs describing the native species once found in the Los Angeles region and the efforts to restore and preserve these resource and habitat areas in urban Los Angeles. Interpretive activities and features will:

- educate park visitors about native plants;
- explain how native plants can attract birds and insects;
- show how small natural areas are still significant in urban settings such as the Park; and
- discuss the general ecological and environmental history of the Los Angeles region.

Facilities in this area will enhance the visitor's enjoyment and knowledge of the region's natural heritage. Trails throughout this area will provide spaces for walking and bicycling. Benches, tables, and spur trails to small activity areas will provide opportunities for talks, discussion, or relaxation.

Los Angeles Aerial Rapid Transit Project Area

The Los Angeles Aerial Rapid Transit Project Area (LA ART Project Area), as illustrated in Figure 4-3, will accommodate the portion of the Los Angeles Aerial Rapid Transit Project (LA ART Project) located in the Park. The LA ART Project is a 1.2-mile aerial gondola public transit system intended to connect Los Angeles Union Station to Dodger Stadium. The proposed LA ART Project would include an intermediate public transit station at the southernmost entrance of the Park.

Due to its proximity to existing public transportation infrastructure, the southernmost portion of the Park presents a suitable location for the LA ART Project Area. Appropriate facilities in the LA ART Project Area will support transit use and access solely in conformance with the description of the proposed LA ART Project, as detailed in Section 3 of the Project's Final Environmental Impact Report dated December 2023 (LA ART EIR)¹, and may include:

- an aerial gondola public transit system station, cables, and cabins;
- aerial gondola public transit system ancillary uses and equipment, structures, and facilities to support the system and passengers;
- a mobility hub where passengers and park users would be able to access a suite of first- and last-mile, multi-modal transportation options, such as a bike-share program;
- lighting, wayfinding information, and signage;
- State Parks concession services;
- passenger, visitor, and park amenities;
- outdoor and indoor public gathering spaces;
- surrounding area and general park orientation facilities and services; and
- interpretive features.

The LA ART Project Area will be one of the most developed portions of the Park and can serve as a park destination and embarkation point to other park areas. The LA ART Project Area is intended to be an area of intense activity that offers a high degree of interaction among transit passengers and park visitors, staff, volunteers, and State Parks concessionaries. The concentration of facilities and activities in the LA ART Project Area will provide a gateway for park access.

Facilities in the LA ART Project Area should be thoughtfully designed and developed in a manner consistent and compatible with the Plan's intent to maximize open space within the Park, and to minimize impacts to natural, cultural, and recreational resources to the fullest extent possible.

¹ The LA ART EIR (State Clearinghouse No. 2020100007) collectively includes the Draft EIR (2022), Final EIR (2024), Errata (2024), Draft Supplemental EIR (2025), Final Supplemental EIR, and Errata (2025).

Features incorporating interpretive themes into the materials and design of the LA ART Project Area's facilities, amenities, and gathering spaces will reinforce the Preferred Park Concept, help unify the Park, and offer the Park's diverse visitors meaningful informative and immersive experiences that deepen their understanding of the Park's historical significance.

4.5 Goals and Guidelines

The goals and guidelines address existing issues and provide ongoing guidance for the projects that will be undertaken to realize the long-term Vision for the Park.

The following guidelines address managing and interpreting the Park's resources, providing recreational facilities and opportunities, and operating and maintaining the Park. The Goals establish the purpose and the Guidelines provide the direction that State Parks will consider to achieve these specific goals.

Cultural Resources

The entire 32-acre Park property is currently identified as a recorded archaeological site and is a listed historic site property by the City of Los Angeles. Preliminary research and investigation indicate that the existing cultural resources may be eligible for listing on the National Register of Historic Places. Due to California State Park's Mission to protect and preserve significant cultural resources, state laws to protect state-owned historical resources, such as Public Resources Code 5024, and the purpose for the unit as outlined in its proposed classification and requirements as a State Historic Park, it is essential to implement current Department procedures and professional goals and guidelines for appropriate treatment and protection of these resources.

Although previous and current historical research and archaeological studies have identified existing resources, the full 32-acre property has not been systematically surveyed and tested for archaeological resources. Archaeologists have uncovered significant historical archaeological features and deposits associated with its 120-plus year use as a major rail yard. Prehistoric and protohistoric activities attributed to the Tongva/Gabrielenos are known to have existed nearby but no archaeological materials have yet been found on the site. This does not rule out that such prehistoric or other historic activities, such as the historic *zanja* water system and early agricultural uses, may yet yield archaeological remains here. The potential for discovery of additional subsurface archaeological resources is likely.

State Parks recognizes these archaeological sensitivities and has already implemented protective measures during interim use improvements of the site. Continued study of these existing and potential resources, as well as the need to constantly update and expand the knowledge of historic activities at the Park property in support of interpretive and educational programs will be a constant for this new historical park unit. Knowledge of other significant resources, historic activities, and events, both adjacent to and near the current park property, will also warrant long-term study to assist with stewardship of cultural

resources and potential for future acquisition and partnerships. This should allow State Parks to take an active leadership role in the stewardship of Los Angeles' significant cultural resources in this area.

Goal: Identify, document, evaluate, and interpret cultural resources at the Park.

Guidelines:

Cultural 1: Conduct archaeological surveys, site recordation, testing, and evaluation for cultural resources within the Park. Nominate those resources that may be eligible for inclusion in the National Register of Historic Places and/or the California Register of Historical Resources.

Cultural 2: Conduct research on the Park site's history and its association with historic activities, events, groups, individuals, and sites that reflect important trends and peoples that make up Los Angeles' cultural story. Facilitate ongoing research and interpretation of the Park's cultural resources within the broader context of Los Angeles' cultural history.

Cultural 3: Conduct oral histories to help capture the stories and experiences of those who worked or lived at or near the site as well as those who fought to save the property from commercial development.

Cultural 4: Establish academic and scholarly partnerships and enable volunteers to assist in conducting historical research, archaeological fieldwork, site monitoring, and interpretive programs.

Cultural 5: Develop and maintain an archive of historical and ethnographic documents, reports, and research materials pertinent to the resources and interpretive programs at the Park.

Cultural 6: Identify areas, resources, or events in or around the Park with potential significance to Los Angeles through use of historical accounts, oral history interviews, and other means. Document, record, and interpret these areas, resources, or events.

Goal: Protect, stabilize, and preserve significant cultural resources within the Park.

Guidelines:

Cultural 7: California State Parks should follow all standard operating procedures and directives for cultural resource management practices as well as incorporate the latest in professional practices in all operations at the Park.

Cultural 8: Prepare a parkwide Cultural Resources Management Plan (CRMP) to specifically identify, assess, and protect significant cultural resources at the Park. The CRMP should establish specific goals, guidelines, and procedures for the following tasks, in addition to California State Parks' standard operating procedures and directives for cultural resource management:

- Develop and implement park-specific cultural resource management policies using the latest scholarship and most well-researched data available.
- Create protocols for periodic assessments of known archaeological and historic resources. This regular inventory and monitoring should consist of updating recordation documentation, site condition assessments, and treatment recommendations.
- Develop specific measures for assessing the effects of visitor use and park improvements on the long-term preservation status of known resources.
- Promote cooperative research ventures and partnerships with local educational and non-profit institutions and other governmental agencies to complement site management needs within the Park.
- Establish procedures for careful planning of new facilities and park use areas to avoid or reduce potential adverse effects to historical resources within the Park.

Cultural 9: Provide information on the location and treatment requirements of the Park's significant cultural resources to park operations and maintenance staff. Augment this information with cultural resource management training. This should provide staff with tools for monitoring cultural resource conditions and preventing and protecting cultural resources from potential site vandalism.

Cultural 10: Develop criteria for determining which archaeological sites and features are appropriate for on-site public interpretation through excavation and exposure. Assure that such interpretive programs balance site interpretation with protection and preservation as directed in Departmental and professional guidelines for the treatment of cultural resources.

Cultural 11: Assure that all potentially eligible and listed historic properties receive appropriate treatments as outlined by applicable California State Park resource directives and policies and compliance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.

Recreation Resources

The Park should be designed to actively engage visitors through diverse recreational opportunities to restore and “re-create” themselves physically and spiritually from the stresses of urban living and daily life.



Goal: Provide recreational areas in the Park for visitors to improve their health and wellness in harmony with the physical surroundings that are compatible with the natural and historic nature of the Park.

Guidelines:

Recreation 1: Provide a flexible system of open space opportunities that serve a broad cross-section of the City's residents and statewide visitors.

Recreation 2: Integrate potential recreational uses with other operational facilities to ensure that the planning, design and construction preserve and emphasize key elements of the natural and cultural environment.

Recreation 3: Integrate recreational programs with the Park's interpretive programs.

Recreation 4: Provide appropriate recreation opportunities in coordination with others in the regional recreation network (Rio de Los Angeles SP, Elysian Park, L.A. River Greenway, city parks, schools, etc.).

Recreation 5: Develop open space areas that provide opportunities for informal sports as well as areas for quiet relaxation and reflection. Fields for formal organized sports program activities are not considered appropriate for this State Historic Park.

Natural Resources

Watershed and Water Quality

The Park is located within the watershed of the Los Angeles River, which has been heavily modified from its natural state by flood control measures and urban development. Potential impacts related to the hydrology, geology, and soils within the Park must be considered when site planning or constructing facilities, or when any ground-disturbing activities are planned. Excessive soil erosion and runoff could impact the nearby Los Angeles River, already designated as an impaired water body by the Los Angeles Regional Water Quality Control Board.

Goal: Promote healthy watershed processes and manage the site to restore and protect natural watershed functions as much as possible within the limits of the urban setting.

Guidelines:

Natural 1: As appropriate or feasible, consider restoration of watershed function, such as restoring natural drainage patterns. Work with local and other government agencies to promote natural restoration of the L.A. River, which includes studies, water quality issues, and recommendations for improvements at the Park.

Natural 2: Identify potential naturally occurring effects to water quality in the Park, such as landslides or debris flows in adjacent upland areas. Determine if these natural processes have been aggravated or accelerated by human activities on-site, and, if so, develop enhancement measures.

Natural 3: Identify and manage any human-made erosion occurring from areas of the Park due to roads, trails, debris piles, or from on-site drainage systems. Reduce concentrated surface water runoff and sediment transport, keep disruption of soils to a minimum, reduce impervious surfaces where feasible, and use proper techniques for water removal from planned roads, parking lots, trails, and buildings. Implement a Stormwater Pollution Prevention Plan that includes Department approved Best Management Practices to prevent soil erosion during and after construction.

Natural 4: Evaluate all proposed park projects to ensure they do not degrade surface and groundwater quality and comply with the current edition of the Los Angeles Regional Water Quality Control Board's Basin Plan for the water quality standards and the surface water quality objectives for the Los Angeles River. Increase the understanding of water quality problems in the watershed including the impacts of erosion, urban development, and recreational use. Participate, where feasible, with universities, colleges, agencies, and other researchers to increase the scientific knowledge that could benefit park watershed management and water quality.

Vegetation Management and Landscape Treatments

Due to the unusual circumstances of creating an urban park of statewide significance from a brownfield and former rail yard, vegetation establishment and landscape treatments at the Park will be unique. The Park Concept intends that there be a general parkwide vegetation management framework and landscaping strategy that allows for focused vegetation treatment within individual Plan elements.

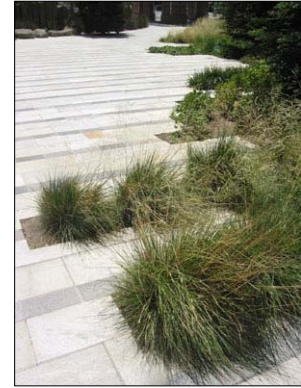
There are specific site development and vegetation treatment possibilities considered for each of the Park elements such as: grass areas for the Recreation Open Space; possible historical, cultural, or ethnic gardens for the Garden Open Space; native vegetation and habitat establishment for the Natural Open Space; and landscaping in intense activity plaza areas in the Cultural Activities area [and the LA ART Project Area](#). Some landscape treatment possibilities are identified as specific guidelines within each of the Plan elements.

The overarching goal of vegetation management and landscape treatments is to create inspiring places with lasting values that are tied to the site's significant resources and interpretive themes and message. The following goals and guidelines help achieve this goal.

Goal: Vegetation management should establish the Park as an important natural open space in the Los Angeles urban area.

Guideline:

Natural 5: Parkwide vegetation management should establish a native vegetation framework that enables it to become part of the regional Los Angeles River natural open space network and supports the Park's connectivity goals. The framework should use naturalistic native plant associations that will emulate the historic landscape of the Los Angeles Basin and provide a visual identity to the Park. This framework should allow specific landscape treatments for specific areas of the Park that would be compatible with the overall vegetation concept.



Goal: Vegetation management and landscaping should emphasize the creation of sustainable landscapes, including landscapes that will survive with the natural rainfall and can adapt to the microclimate, drainage, and soil conditions of the site.

Guidelines:

Natural 6: Consider plant species with low water and shallow rooting requirements. Landscape planting in improved areas (i.e. picnic areas, plazas, around pathways and structures, etc.), not including specialized garden areas, should use drought tolerant plants or California native species with a focus on plants endemic to the Los Angeles Basin. This would familiarize the public to plant species with low water requirements, the area's biotic heritage, and vegetation that can enhance habitat values for native wildlife species. The use of shallow rooting plants may also be necessary due to localized groundwater contamination from the former rail yard and industrial uses of the site, as well as protection for archaeological resources. Using plants native to the area may encourage further studies and monitoring related to post-brownfield effects on native and horticultural species.



Natural 7: Plants requiring minimum maintenance (pruning and watering) should be emphasized. Consider the use of appropriate stormwater Best Management Practices for maximizing rainwater infiltration.

Natural 8: Because this site has been highly disturbed, plant selection should be based on plants that can tolerate current soil conditions. Consider the use of soil testing and analysis results to determine the appropriate plant selections.

Natural 9: Vegetation management and maintenance should include composting to help reduce landfill usage and increase the sustainability concepts for the Park.

Goal: Provide specialized landscape treatments for project elements that are consistent with the Park Concept.

Guidelines:

Natural 10: Allow for specialized landscape treatments in Park Element areas (i.e. Garden Open Space, Cultural Activities, Recreation Open Space, [LA ART Project Area](#)) that serve interpretive, cultural, or recreation purposes. Such landscaping should use non-invasive vegetation and be compatible with the overall parkwide vegetation management.

Natural 11: Consider a buffer planting area along the Gold Line light rail tracks that provides noise and visual screening as well as providing landscaping suitable for visitor activity.

Natural 12: At specialized areas of the Park, including transition areas such as access points (or gateways) and trail crossings, consider the additional use of other Southern California species, cultivars and hybrids of natives to achieve a greater visual effect.

Non-Native Plant Control

Generally, a non-native plant is a species that is not known to have naturally occurred previously in an area. Invasive non-native plants pose a threat to native species and usually proliferate in the absence of natural ecological processes, often out-competing native plants for valuable resources. Existing vegetation on the Park site is currently dominated by non-native plant species.

Goal: Efforts will address the control of non-native invasive species throughout the Park. Control efforts will focus on those species that detract from the desired Park setting and those species that are highly invasive.

Guidelines:

Natural 13: Develop an invasive non-native plant species management plan and be vigilant about identifying, monitoring, and controlling nonnative plant infestations that pose a threat to the establishment and success of native vegetation.

Natural 14: A variety of control methods should be used to best control problem species so that they do not become established at the expense of other desirable vegetation planted on site.

Natural 15: Develop interpretation for park visitors explaining how nonnative species can alter all types of vegetation communities. In addition, interpretation

should address how non-native plants become established in the absence of a native ecosystem in an urban environment.

Native Wildlife Re-establishment

Goal: Promote the re-establishment of native wildlife and insects at the Park.

Guidelines:

Natural 16: If it is necessary to regulate non-native animal populations in order to re-establish native wildlife and insects at the Park, use methods consistent with the Department Operations Manual (2004), Natural Resource Management section. Invasive non-native animal control is most effectively accomplished by developing a program to monitor and control non-native pests.

Aesthetic Resources

The Park site provides visitors with an urban open space experience highlighted by a spectacular view of the downtown Los Angeles skyline. Implementation of the following goals and guidelines will help to protect the viewshed and provide consistent design elements and positive aesthetic qualities to the Park.



Goal: Protect and enhance scenic viewsheds and features and preserve the visitor's experience of the surrounding landscape by minimizing adverse impacts to aesthetic resources.

Guidelines:

Aesthetics 1: Landscaping, structures, and other facilities should be sited to be sensitive to scenic views from and through the Park. Facilities should be sited to minimize the impact on views from key viewpoints and to protect and/or emphasize positive scenic views (e.g. views toward the downtown skyline, Broadway Bridge, Elysian Park).

Aesthetics 2: State Parks should work with adjoining jurisdictions regarding land use and development within the Park viewshed that might affect the site and its aesthetic resources. For example, State Parks should coordinate with the City of Los Angeles with the planning and development of the proposed North Spring Street improvements.

Goal: Integrate the Park's vision into the design of park facilities and programs.

Guidelines:

Aesthetics 3: Create design guidelines that establish an architectural vocabulary that can be used for facilities throughout the Park. The intent is to establish a cohesive design theme through the use of similar styles and/or materials. The design of pedestrian bridges, fencing, lighting, trails, signage, and other park infrastructure should be consistent with the overall design guidelines and with the Park's vision and educational, recreational, and environmental objectives.

Aesthetics 4: Establish access points into the Park and develop design standards for these "gateway" areas that will create a sense of arrival and establish an initial identity and sense of place for the Park. Design standards and guidelines for access points should distinguish primary and secondary gateways.

Aesthetics 5: Create a variety of visitor experiences by providing visitors with positive natural fragrances and sounds, such as the scent of landscape plantings and the sounds of birds and water. Consider buffering traffic and transit line noise with appropriate materials and techniques (for example, the sound of cascading water masking unwanted traffic noise).

Education and Interpretation

Through education and interpretation, the Park has the ability to provide direction, information, experience and stewardship opportunities for visitors. Effective education and interpretation helps visitors to gain knowledge, understanding, and appreciation of the Park's cultural and natural heritage. At its best, it can foster an ethic of sustainability that will ensure park resources are cared for and protected for future generations.

The overall educational and interpretive direction of the Park must be identified before goals and guidelines can be developed. This direction is based on the significance of Los Angeles State Historic Park as a special place for tracing Los Angeles' cultural history from its origins to today.

Based on thematic ideas generated in the Cornfield Advisory Committee's recommendations report, *A Unified Vision for Cornfield State Park*, and proposals made by California State Parks personnel, the following interpretive mission statement and interpretive themes have been developed.

Interpretive Mission Statement

The interpretive mission is to develop the 32-acre Los Angeles State Historic Park to communicate the statewide significance of the cultural history of Los Angeles, from its origins to today, for park visitors.

Unifying Theme:

Los Angeles State Historic Park's resources reveal natural, cultural, economic and historical threads reflective of greater Los Angeles over time.

Primary Theme: Cultural/Historical

Los Angeles' story over the past 10,000-plus years embodies the struggles and triumphs of its diverse residents and communities.

Individual stories and personal experiences of the area's native peoples, immigrant communities, and other Angelenos have the power to resonate in a collective voice that speaks to both residents of and visitors to Los Angeles.

Primary Theme: Transportation

The movement of people and products has enabled Los Angeles to become the megalopolis it is today.

The Park site has been a route of transportation and commerce throughout its history. Located within bustling transportation and river corridors, the Park provides a place to reflect on the commercial and industrial activities that have shaped the city.

Secondary Theme: Water has played an integral role in the growth of Los Angeles from the Spanish period to the present.

Secondary Theme: By their actions, people have affected Los Angeles Basin's environment, impacting the health of natural systems and communities.

The Park is a laboratory that enables the study of the choices humans have made and their consequent impacts on the environment.

Secondary Theme: Los Angeles State Historic Park provides a unique place for reflection, relaxation, recreation, rejuvenation, and inspiration.

From vast areas of open space to smaller pockets of intimate space, recreation in the Park can represent an expression of – and connection to – cultural identity and heritage.

Goals and Guidelines

Goal: Develop interpretive facilities and programs that encourage the public to share Los Angeles' cultures, experiences, perspectives, and histories.

Guidelines:

Interpretation 1: Use the most current subject matter research and interpretive techniques to provide opportunities for increasing the visitors' knowledge and appreciation of the significant cultural resources of the region.

Interpretation 2: Provide meaningful interpretation that incorporates multiple perspectives, including those of the park visitor.

Interpretation 3: Create accessible interpretive facilities and programs, which include a well-trained staff, which can effectively provide educational and interpretive services that meet visitors' diverse needs. Employ guidelines, such as *All Visitors Welcome: Accessibility in State Park Interpretive Programs and Facilities* and *California State Parks Accessibility Guidelines*.

Interpretation 4: Reach as many visitors as possible by offering multisensory and multi-lingual interpretive opportunities in a variety of locations and settings throughout the Park.

Interpretation 5: Coordinate interpretive programming with other California State Parks in the Los Angeles region, enhancing significant stories associated with the area's cultural heritage, such as Pío Pico State Historic Park, Los Encinos State Historic Park, and Rio de Los Angeles State Park.

Interpretation 6: Consider the development of an interpretive feature in the Park that provides permanent and temporary exhibits interpreting the cultural history of Los Angeles. A facility could also provide park orientation and visitor information services. The design should be integrated with the surrounding open space and outdoor interpretive exhibits and activity areas.

Interpretation 7: Determine if a statewide and regional need exists for an interpretive facility that could provide expanded opportunities for interpretive media and education programs, and evaluate the feasibility and benefits of providing such a facility. A structure could be located within, or in close proximity to the Park.

Interpretation 8: Create spaces throughout the Park that foster personal reflection, civic engagement, and a variety of modes of public storytelling – from plays and poetry readings to musical performances and movies, as well as educational and interpretive programming, cooking, festivals and parades, demonstrations (music, dance, living history, theatre, etc.), cultural events, workshops, farmer's markets, contests, nature-viewing, and gardening. Maximize the use of the city skyline as a backdrop while creating these spaces to enhance the visitor's connection with the broader Los Angeles story.

Interpretation 9: Explore the possibilities for interpreting the sub-surface cultural resources of the site's transportation-era past, through excavation and exposure, as well as publications, public programs, and identification markers.

Interpretation 10: Consider interpreting the site's agricultural past by providing multi-sensory experiences related to the growing of food. This could include programs and facilities that support historic methods of cultivating and harvesting crops, as well as a contemporary farmer's market.

Goal: Assist the Department in meeting its goal of increased diversity by reducing barriers, strengthening partnerships, and providing interpretive facilities and programs that encourage public participation.

Guidelines:

Interpretation 11: Identify strategies and implementation methods for removing barriers to language, education, and economic classes during the interpretive planning phases of the Park.

Interpretation 12: Promote diverse volunteer participation in park programs and in the development of the Park's support organizations. Refer to the Department's *Volunteers in Parks Program Guidelines* and *Cooperating Associations Program Manual*.

Interpretation 13: Develop and strengthen partnerships and relationships with local park departments, museums, cultural institutions and other public institutions to encourage collaboration to develop interpretive facilities and programs that meet the needs of the area's residents and those of other Californians, and that complement or enhance existing facilities and programs in the Los Angeles area.

Interpretation 14: Develop outreach efforts with community groups to support and develop interpretive programs. Current and potential partners include: local historical societies; Chambers of Commerce; local, regional, and non-profit organizations with similar or complementary goals; schools, colleges and universities; concessionaires and government agencies.

Goal: Maximize the use of interpretive facilities to enhance visitor experiences with the Park's resources, the surrounding environment, and the region's year-round temperate climate.

Guidelines:

Interpretation 15: Use a holistic interpretive planning approach for the site that connects the interpretive themes and messages of the Park with the creative use of open space. Develop outdoor interpretive facilities that can serve as multi-use areas to reduce development of the Park's open space. Determine the specific needs for the Park's interpretive services that require indoor space. General needs may include space for: exhibits, exhibit fabrication and storage; museum collections, offices, meetings, workshops, conferences, lectures, and training; library and research areas; interpretive program supplies and equipment and an alternative location for outdoor interpretive programs during inclement weather.



Interpretation 16: Encourage the use of portable facilities such as interpretive discovery carts and interpretive concession carts to increase flexibility and mobility of a variety of interpretive services.

Goal: Explore traditional, new, and innovative technologies and techniques for developing the Park's interpretive and educational programs and facilities.

Guidelines:

Interpretation 17: Provide learning experiences that engage one or more of the senses to enhance the intellectual understanding of park messages.

Interpretation 18: Use the area's natural and cultural features as design references for developing the interpretive facilities, integrating a variety of public art media to enhance the visitor experience. Consider incorporating elements, such as simple, shade-producing roofing structures, grass, and trails, to delineate the former location of the Park's significant natural and cultural resources.

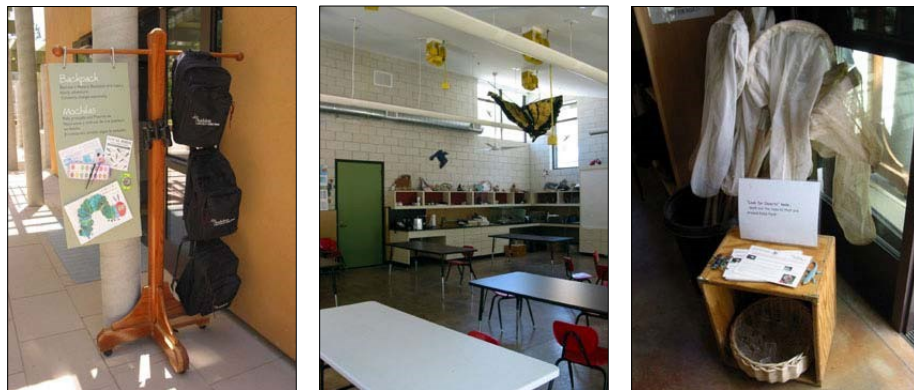
Interpretation 19: Use education and interpretation to enhance all park activities, special events, and public facilities, including both permanent and temporary exhibits to facilitate park interpretation.

Goal: Create meaningful educational and interpretive opportunities to promote lifelong learning.

Guidelines:

Interpretation 20: Develop programs and partnerships with local schools, youth groups, colleges, and universities that are in alignment with state educational standards and the Park's significant resources.

Interpretation 21: Offer park programs that meet the diverse needs of students, parents, instructors, and schools. This includes programs such as, in-school programs, after-school programs, remote learning programs, student internships, professional mentoring, and student service projects.



Goal: Create a comprehensive strategy for supporting ongoing interpretation and educational programs for the Park.

Guidelines:

Interpretation 22: Use the Department's *Workbook for Planning Interpretive Projects* in preparing comprehensive interpretive plans for the Park.

Interpretation 23: Develop a *Scope of Collections Statement* to identify which objects the Park is to collect and how they will be managed. Follow the Department's *Guidelines for Writing a Scope of Collections Statement*.

Interpretation 24: Establish a program to preserve and interpret the personal stories and experiences of the people associated with the area's multi-faceted history. Use methods such as oral history, written narratives, and photographs, maintaining a current contact list.

Interpretation 25: Develop a park-wide sign plan for regulatory, informational, and interpretive signage to coordinate the appearance of the signs, minimize impacts to the resources, and meet multiple language needs. Signs and other media should be maintained, repaired, replaced, or updated with relative ease.

Goal: Strive to achieve park management goals through interpretation, including public safety, land use, critical resources, human impacts, resource management strategies, and other issues.

Guidelines:

Interpretation 26: Train staff and volunteers both in content and methods, to promote high quality interpretive services.

Interpretation 27: Review visitor and management demands for interpretive programming. Determine the most effective way to meet that demand with available resources and staff.

Interpretation 28: Use non-intrusive interpretive techniques to minimize impacts around sensitive and fragile resources to maximize the Park's aesthetic resources. For example, use low-profile signs and public art to help protect resources from damage due to visitor use.

Park Development

Park facilities provide the means for allowing the public to enjoy and benefit from the resources and recreational opportunities provided at the Park. Both State Park and concession-offered visitor services should provide environmentally-appropriate and enjoyable recreation opportunities for the widest possible range of visitors with respect to age, ethnicity, religion, race, income, education, and physical ability.

This General Plan assumes that the significant regional population could result in high visitation potential at the Park. A major purpose of this plan is to provide direction for appropriately meeting some of this demand while protecting the Park's resources and quality of visitor experience from deterioration. Changing demographics and use patterns will require ongoing periodic evaluations of Park operations and resource management programs.

Park Facilities

Park facility design and development is wide-ranging, encompassing accommodations for visitor services, interpretive programs, administration, support, maintenance, and operations. In addition to the goals and guidelines presented below, guidelines for park facilities can be found in Section 4.5 under the following headings: Recreation, Education and Interpretation; Park Operations (Staffing and Support Facilities, Maintenance, Safety); and Future Acquisitions.

Goal:

Strive toward distinctive and high quality facilities that represent the integrity of California State Parks. Design and maintenance of park facilities should embody forward-thinking design theories and produce meaningful places and spaces worthy of preservation by future generations and accessible to all.

Guidelines:

Facilities 1: Provide visitor use facilities that offer the opportunity for diverse visitor experiences. Facilities will be placed to maximize visitor and staff use while minimizing negative effects on viewsheds, cultural or natural resources, or user conflicts.

Facilities 2: Consider a multi-purpose facility(s) to accommodate park interpretive/educational services, outreach and volunteer programs and administrative functions, as determined from the analysis of interpretive program and operational needs (see Interpretation 6, 7 and 15).

Facilities 3: Park design should evolve from a collaborative and visual process, led by a design professional, and involve the users, District staff, resource professionals, interpretive planners, and other stakeholders.

Facilities 4: Develop visitor use facilities to accommodate changing visitor uses and accessibility needs, population demographics, and increases in visitation.

Facilities 5: Design operational support facilities that aid in staff efficiency and effectiveness.

Sustainable Design, Construction, and Maintenance

Sustainable design, sustainable development, design with nature, environmentally sensitive design, holistic resource management - regardless of what it's called, "sustainability," the capability of natural and cultural systems being continued over time, is key.

Sustainable design articulates this idea through development that exemplifies the principles of conservation and encourages the application of these principles in our daily lives. Sustainable projects and programs contribute to the State Parks *Mission* to preserve important resources, create a healthier environment, and help create less-intensive, more self-sustaining programs to maintain and enhance park facilities.

A sustainable facility or program creates low levels of negative impacts to natural or cultural resources, can be maintained with materials that are non-toxic to people or the

environment, and contains materials that are recyclable. Design and development of Park facilities should embody and facilitate the State Parks *Mission* while producing meaningful and sustainable places that are worthy of preservation by future generations.

Goal: Use sustainable concepts in the design, siting, construction, and maintenance of Park facilities (including buildings, parking lots, day use areas, and trails) and in natural and cultural resource programs.

Guidelines:

Sustainability 1: Promote and incorporate the use of sustainable “green” design for Park buildings and facilities. Design decisions should be sensitive to the contextual nature of the site and designs should be done in such a way as to minimize ongoing utilities and maintenance costs. New technology and materials, innovative strategies for visitor use areas, and more efficient equipment will be embraced.

Sustainability 2: Where possible, use natural, renewable, indigenous, and recyclable materials, and simple-to-maintain and energy-efficient design.

Sustainability 3: Use long-term cost/benefit analysis to help justify the use of more costly sustainable construction materials and/or design.

Sustainability 4: Establish a connection to important ecological values and environmental education through the use of sustainable design. Consider the latest technology and application of energy and water conservation, permeable paving, and recycled materials, among other methods, to strive for ecological balance in an urban landscape.

Sustainability 5: Through interpretive programs, explain to the public both the tangible and intangible aspects of sustainable practices in the Park including natural and cultural resources, site design, building design, energy management, water supply, waste prevention, and facility maintenance and operations.

Sustainability 6: Set a good example of sustainable practices in all facets of Park operations including services, retail operations, maintenance, utilities, and waste handling.

Access and Circulation

The development of this park will attract local, regional, state, national, and international visitation. Access and circulation to and within the Park is an important planning consideration. Opportunities exist to develop efficient access and transportation linkages to and within the Park, to physically and visually connect the site to regional parks, open spaces and surrounding neighborhoods, and to develop a sense of arrival and park unity.

Multi-modal transportation to the Park will be encouraged and pedestrian and cycling circulation within the Park will be emphasized. Opportunities to link pedestrian and cycling trails within the Park with neighborhood and regional transportation systems, including regional trails, will be explored. Coordination with other agencies, organizations, and transportation planning efforts in the region is a priority.

Goal: Establish a pattern of circulation and access for all visitors, to include integrated and efficient multi-modal transportation, that allows clear choices for visitor arrival, departure, and travel throughout the Park, while creating a sense of place.



Guidelines:

Access 1: Create a sense of entry and arrival at the Park. Provide easily accessible orientation and information that will permit visitors to choose from a range of available park experiences.

Access 2: Minimize on-site parking and vehicular circulation within the Park to allow for maximum open space and visitor-serving activity areas. Seek and encourage public parking in adjacent and surrounding areas, including North Spring Street.

Access 3: Explore opportunities to link pedestrian and cycling trails within the Park with neighborhood and regional transportation systems, including regional trails.

Access 4: Explore opportunities to provide convenient and safe pedestrian and cycling access throughout the Park, with connections from communities along North Broadway. Coordinate with the Metropolitan Transit Authority (MTA) to consider pedestrian bridge possibilities over the Gold Line right of way.

Access 5: Coordinate with the City of Los Angeles in the development of the North Spring Street improvements to plan Park access points along North Spring Street with regard to signalized intersections and other safety features.

Access 6: Consider incorporating an interpretive trail throughout the Park that acts as a spine or thread to unify site development and interpretive themes. This trail could be a symbolic timeline that allows for the chronological/sequential presentation of important elements of the history and culture of Los Angeles.

Goal: Within the LA ART Project Area, accommodate the proposed LA ART Project, which will provide direct access to the regional transit network at Los Angeles Union Station.

Guidelines:

Access 7: The LA ART Project Area should be thoughtfully designed and developed in a manner consistent with the Plan's intent to maximize open space within the Park, and to minimize impacts to natural, cultural and recreational resources to the fullest extent possible.

Access 8: Features incorporating themes into the materials and design of the LA ART Project Area's facilities, amenities and gathering spaces will reinforce the Preferred Park concept, help unify the Park, and offer the Park's diverse visitors meaningful informative and immersive experiences that deepen their understanding of the Park's historical significance.

Access 9: Ensure that the LA ART Project features pedestrian and associated mobility improvements, such as crosswalks, sidewalks, signalization features and related facilities that provide safe and efficient connections to and from the Park, the surrounding communities, and Los Angeles County Metropolitan Transportation Authority's existing A Line Chinatown light rail station.

Universal Access

A significant portion of the population of California has some form of disability. This includes a wide range of mobility, hearing, vision and information processing impairments. In addition, nearly one third of the state's population is between 35 and 55 years of age. Due to the current aging trends of California's population, it can be assumed that people with disabilities will increase dramatically during the life of the General Plan.

California State Parks recognizes that universal accessibility and the Americans with Disabilities Act compliance at the Park be integrated into future planning and embodied in the Park's programs, providing visitors, regardless of their abilities, with high-quality recreational opportunities while preserving the integrity of the Park's resources.

This State Historic Park has many opportunities for education, recreation, and the protection and enhancement of cultural and natural resources. As the Park is developed, universal access for park visitors will be considered for all program areas. This would include facilities and accessible routes to all facilities areas, including trails. Accessible interpretive techniques will be used in the development of interpretive displays and programs, both guided and self-guided. Accessibility would not be limited to public use areas, but also employee areas and park staff housing areas as they are developed.



Goal: Provide universal access to park programs and facilities such as buildings, restrooms, trails, parking, and other common use facilities, including recreational areas.

Guidelines:

Univ Access 1: Development of all facilities for public use will comply with Title 24, CCR, Part 3, and California Building Code building construction standards. Public access and facilities will be developed consistent with Americans with Disabilities Act requirements.

Univ Access 2: Development of outdoor recreational facilities for public use will comply with the *Federal Guidelines of the Architectural and Transportation Board, Accessibility Guidelines for Recreation Facilities and for Outdoor Developed Areas*.

Univ Access 3: If accessibility cannot be accomplished for all park facilities, alternative design and/or technologies should be used when feasible to provide substantially equivalent or greater experience and usability of the facility as part of the same specific project.

Geologic and Seismic Safety

Avoidance of potential geological and natural hazards will be considered when planning park facilities. Site-specific investigations will be conducted in any areas where development is planned. The investigations may consist of existing literature review, reconnaissance geologic mapping, and geotechnical investigations. These investigations are important to protect structures, ensure public safety, and to reduce impacts to resources.

Goal: Provide for public safety and prevent structural failures due to seismic activity and related geologic hazards.

Guidelines:

Geo Safety 1: Conduct site-specific geotechnical investigations as appropriate during site planning to protect structures and the public, for siting and proper design of permanent structures and multiple-use trails, and to reduce impacts to sensitive resources. Geotechnical investigations to address potential earthquake-induced damage may include:

- Review and update geologic hazard data such as hazard from flood and potential for earthquake-induced ground failure;
- Evaluate potential settlements resulting from loads imposed by new buildings and structures and the placement of new fills including landscape berms, mounds, multiple-use trails, and ramps;
- Prepare specific geotechnical recommendations for seismic hazard mitigation, including effects of placement of new fills. Provide geotechnical parameters for foundation design, including estimates for differential settlements of underlying fills and soft clays, and seismic lateral loads; and
- Prepare recommendations for construction-related issues, including de-watering and temporary excavation support as required for construction of the proposed improvements.

Geo Safety 2: As part of the planning and design process for area-specific projects, and prior to commencement of any ground disturbance, grading or construction related to new facilities,

enhancements, or demolition, develop the appropriate project-level documentation providing the environmental evaluation and mitigation measures necessary to avoid, reduce, or minimize potentially significant geologic impacts.

Geo Safety 3: Build new structures in accordance with the appropriate seismic guidelines for the area as set forth in the Uniform Building Code.

Geo Safety 4: Use interpretive media to educate visitors about natural hazards and how to avoid danger. For example, warning signs could discuss the potential for and the actions to take in the event of an earthquake.

Hazardous Materials Safety

The potential for exposure to hazardous materials will be considered when planning structures, roads, parking areas, multiple-use trails, or other facilities or improvements requiring ground disturbance within the Park. Exposures could occur both from potentially hazardous materials used during construction, from residual chemicals in soil and groundwater resulting from previous site use, and from park maintenance and operations.

Goal: Provide for public and park employee safety and prevent exposure to hazardous materials from construction activities, from residual contaminated soil or groundwater, and park maintenance and operations.

Guidelines:

Hazmat Safety 1: Site-specific investigations may be necessary in any areas where new development is planned and where previous soil remediation was not conducted. The investigations may consist of literature review of existing soil, soil gas, and groundwater sampling, and possible additional soil, soil gas, and groundwater sampling. These investigations are important to protect the public and park employees, and to reduce impacts to natural resources.

Hazmat Safety 2: Comply with manufacturers' specifications and state standards for use, transportation, and disposal of hazardous materials (pesticides, motor oils, etc.). Provide for proper storage of such materials.

Park Operations

This component of the plan characterizes broad-level goals and guidelines for operations of the Park and its relationship to the visitor experience and management of resources. The infrastructure is the underlying "foundation" (including basic installations and facilities), on which the health, safety, and comfort of Park visitors depend. The infrastructure can enhance the visitor's enjoyment of the Park by providing a basic level of information, service, and comfort.

Staffing and Support Facilities

Once the Park is fully developed, there will be a need for on-site personnel and facilities to enhance the visitor experience, meet regulatory requirements, protect sensitive resources, provide for safety, and maximize the capability of staff to maintain the Park and serve the needs of the public. The Park should provide adequate staff (permanent, part-time, and volunteer) to support visitor use. The resulting increase in visitor interaction will help visitors more completely enjoy their park experience. On-site staff will also enhance educational programs and projects, increase community involvement and outreach capability, keep facilities clean and well-maintained, and minimize safety concerns. Adequate facilities, such as administrative office space, recreational amenities, trails, and roads, are critical for the Park to be effective.

Goal: Provide for appropriate park infrastructure and support facilities. Provide support facilities for park operations, maintenance and administration that promote effective and efficient management of the Park. Provide facilities that maximize the opportunity for open space and educational enjoyment while minimizing potential conflicts.

Guidelines:

Support 1: Provide for the following park operations and maintenance services: administrative offices; staff housing; maintenance shop and vehicle, equipment, and materials storage; interpretive program support and artifact conservation; visitor services and volunteer support facilities. These facilities may be on-site or nearby.

Support 2: Locate park operations and maintenance activities and facilities in a manner that minimizes negative impacts on park resources and quality park visitor experiences.

Support 3: Investigate opportunities to share similar facilities with other local agencies, organizations, or State Parks to maximize the space available at this park for public use.

Goal: Obtain adequate staff and equipment to serve the public and meet the State Park's *Mission* at the Park. Develop facilities and programs that facilitate an excellent visitor experience relevant to diverse cultures and needs.

Guidelines:

Support 4: Provide for a sufficient and proper staffing balance as well as the necessary equipment for the Park's land management, infrastructure maintenance, resource preservation, and visitor services programs.

Support 5: Develop innovative strategies to supplement staffing needs including volunteer programs, community outreach and involvement, and partnerships.

Support 6: Seek out and hire multi-lingual staff. Establish multi-lingual signage wherever appropriate; use international symbols for signs wherever possible.

Support 7: Incorporate the input of diverse cultures when developing programs and facilities.

Maintenance

Maintenance of park facilities has the potential to affect the visitor experience. Benefits of properly and regularly maintained facilities include, but are not limited to, an improved aesthetic character of the Park and increased use of recreational facilities.

The anticipated volume of year-round visitor use and the maintenance and visitor services needs at the Park will create the need to store and maintain vehicles, equipment, tools, supplies, trash disposal bins, and other items. At the same time, the relatively small size of the Park and lack of any “out of the way” space for a maintenance facility creates the need to minimize space allocated to maintenance activities to the extent practical. State Parks should seek opportunities to share facilities with other local agencies, organizations, or other State Park units, but this must be done in a manner that would not result in inefficient park operations.

Goal: Maintain park facilities to meet visitor needs.

Guidelines:

Maintenance 1: Maintain facilities in a manner that minimizes impacts on park resources while sustaining the quality of the facilities.

Maintenance 2: Provide facilities that are clean and in good repair.

Maintenance 3: Maintain roads, parking, and trails to the degree appropriate for the intended use, and in such a manner that they are clearly delineated to the user while not detracting from the visual aesthetics of the area in which they are located.

Maintenance 4: Promote energy conservation, waste reduction, recycling, and other resource conservation practices in maintenance activities.

Maintenance 5: Place an emphasis on appropriately sized and designed maintenance facilities, location of support facilities needed for park maintenance and operation, and maintenance yards and facilities that are screened from view. Maintenance and storage areas and trash disposal facilities should not be openly visible from public use areas.

Maintenance 6: Manage maintenance as an integral part of the Park, with the goal of not intruding into park uses.

Maintenance 7: Size service yards and garages for heavy equipment adequately and appropriately located to maximize convenience to high demand areas.

Maintenance 8: Design park service roads so that maintenance vehicles and equipment can easily access all visitor serving uses, recreation, and active use areas. Include appropriate accommodations for service vehicle parking, landscaping maintenance, and other related infrastructure maintenance in planning of all park facilities.

Maintenance 9: Conduct facility maintenance in a manner appropriate to meet standards for public health and safety, maintain public and Departmental expectations for cleanliness and appearances, meet security requirements, and extend the life span of facilities, tools, and equipment.

Maintenance 10: Seek opportunities to share facilities with other local agencies, organizations, or State Parks.

Safety

Special care and consideration will be given to creating a safe park environment to enhance the feeling of well-being, and to protect the public, the structures, and the facilities. The Park is situated in a heavily urbanized area. Staff presence on-site is critical to the safety of visitors and establishment of an enjoyable park environment.

Goal: Ensure that the Park and all facilities and structures provide a safe environment.

Guidelines:

Safety 1: Provide facilities to optimize the on-site presence of staffing and volunteers.

Safety 2: Incorporate public, law enforcement, maintenance staff and park professionals in the design of facilities and landscape to achieve the safest environment possible. Consider the use of such things as visual surveillance, lighting, security systems, patrol and vehicle accessibility, fencing, gates, location and visibility of park facilities, and landscape design to enhance safety. Encourage the California Highway Patrol to provide a safety consideration review for facilities.

Safety 3: Coordinate public safety requirements between State Park rangers and all jurisdictions serving the Park. Consider entering into reciprocal agreements with adjacent jurisdictions, where appropriate.

Safety 4: Discourage unauthorized use of the Park through education, site design, regulations, and enforcement.

Safety 5: Seek equipment and methods that aid staff emergency and safety response abilities within the Park.

Safety 6: Participate in cooperative efforts resulting in clear understanding by all law enforcement personnel of their responsibilities and jurisdiction with respect to protection of the Park's prime resources.

Safety 7: Coordinate with local law enforcement agencies and emergency response providers in promoting the safety of park visitors. Incorporate community involvement, education and outreach programs to enhance safety.

Safety 8: Manage park service roads and associated gates to allow easy and rapid access to the Park by public safety personnel. Accommodate access for emergency vehicles where appropriate throughout the Park, including emergency access during peak recreation periods and events.

Safety 9: Consider using vegetation and/or fencing to control public park access both at the perimeter and in other key areas where necessary.

Safety 10: Provide fire roads and hydrants where necessary to facilitate fire protection.

Safety 11: Include considerations for creating a safe park environment when planning specific locations and configurations of park plan elements. Park development arrangements that promote optimum park safety considerations include (but are not limited to) general visual surveillance, location and visibility of development areas, lighting, patrol and emergency vehicle accessibility, fencing and boundary treatments, access control, and landscape design.

Safety 12: Coordinate with local law enforcement and other agencies managing urban parks to encourage communication about innovative security techniques and design.

Safety 13: Promote positive outreach to adjacent neighborhoods and communities to increase local visitation and foster a sense of ownership in the Park.

Concessions

Goal: Consider appropriate concessions to expand and enhance visitor services. Possible concessions may include retail sales, refreshments, and cultural arts and crafts.

Guideline:

Concessions 1: Develop a Concessions Plan that recommends potential concession opportunities in the Park. These concession opportunities should enhance the recreational and/or educational experience at the Park and be compatible with the Park's vision, purpose, classification and guidance for aesthetics and resource values.

Special Events and Filming

State Parks are popular locations for special events, commercial motion picture filming, and still photography. These activities can have an effect on park resources, visitor experiences, and park operations.

Goal: Regulate special events and filming to ensure compatibility with natural and cultural goals and values and visitor use.

Guidelines:

Events 1: Develop Special Events Policies and follow the Department's *Guidelines for Filming in California State Parks* to permit such activities to occur while not detracting from the general public's enjoyment of the Park, or negatively impacting the Park's resources.

Events 2: Update applicable Special Events and Filming guidelines regularly and continue to evaluate environmental and Park visitor impacts.

Partnerships, Community Involvement, and Interagency Coordination

Developing partnerships that enhance Park programming, maximize visitor services, leverage funding development, and provide quality recreational and educational opportunities strengthen management and operational resources.

Goal: Work cooperatively in partnerships to provide a coordinated and coherent network of educational, open space and recreational opportunities.

Guidelines:

Partnerships 1: Designate a park representative to maintain ties and consistent interaction with local city, county and state elected representatives, and community-based organizations that focus on the Los Angeles River Greenway.

Partnerships 2: Help establish a coordinated network of parks, open spaces, and linkages with the surrounding neighborhoods, as feasible. Coordinate park planning with other planning efforts in the area such as the L.A. River Master Plan, Santa Monica Mountains Conservancy, L.A. River Bikeway and Greenway planning efforts, and the Arroyo Seco bikeway plans, among others.

Partnerships 3: Participate in economic, cultural, educational and natural resource development to enhance visitor experiences.

Partnerships 4: Coordinate public safety and educational opportunities with state, city and county representatives.

Partnerships 5: Participate in multiple use future development opportunities, leveraging funding, and protecting open space. This may include partnerships with adjacent property owners for joint projects.

Goal: Strengthen bonds and work collaboratively, effectively and efficiently towards creating a world-class park that statewide and local visitors will enjoy.

Guidelines:

Partnerships 6: Coordinate with federal, state, city and county officials and community-based organizations to expand recreational and educational opportunities to keep pace with the needs of California's growing, diverse population and changing lifestyles.

Partnerships 7: Partner with educational institutions using the latest technology to create virtual learning opportunities for long distance visitors.

Taylor Yard Site (Rio de Los Angeles State Park)

The Taylor Yard property, also a unit of the State Park System, is located along the east bank of the Los Angeles River approximately two miles north of the Los Angeles State Historic Park site. The two parks are closely related and could be potentially connected by future recreational trail/bikeway systems. Together, these two State Park units contribute to the emerging web of open space in Los Angeles.

Goal: Work cooperatively to enhance visitor experiences and to provide a coordinated and coherent network of regional open space and recreational opportunities.

Guidelines:

Partnerships 8: Coordinate the Park's visitor services and programs with those at the Taylor Yard site to enhance recreational and educational opportunities.

Partnerships 9: Work with the multiple jurisdictions and community-based organizations to develop a new multiple-use trail connection that runs from the San Gabriel Mountains to the Pacific Ocean through Rio de Los Angeles State Park and Los Angeles State Historic Park.

Future Acquisitions

Land acquisitions can add recreational opportunities and cultural and natural resources to the Park for the visitor's enjoyment as well as for preservation and management of these valuable resources.

Goal: Increase recreational and resource management opportunities, preserve aesthetic values, and increase operational efficiencies within the Park through a land acquisitions program.

Guidelines:

Acquisition 1: State Parks should consider acquiring any land available from willing sellers that would enhance preservation, interpretation, and management of important recreation, natural, and cultural resources; preserve and enhance the aesthetic values; or increase operational efficiencies in the Park.

Acquisition 2: Coordinate with regional public and private recreation and resource management providers to encourage acquisition of parcels that promote connectivity between the various properties. This approach to land acquisition will strengthen the management and development goals of each agency and provide the public with enhanced recreational programs and open space in the region.

4.6 Managing Visitor Capacity

The purpose of this Visitor Capacity Management (VCM) section is to present the Department's methodology that is used to evaluate existing and future desired conditions, and to analyze the capacity issues related to general plan concepts and recommendations for the future development and use of the Park site.

It is intended by the Department that the general plan and this discussion of visitor capacity will satisfy the initial requirements of the Public Resources Code, Section 5019.5, which states: *"Before any park or recreational area development plan is made, the department shall cause to be made a land carrying capacity survey of the proposed park or recreational area, including in such survey such factors as soil, moisture, and natural cover."*

Existing Opportunities and Constraints

The Park site is undeveloped land – a clean slate, aside from the Interim Public Use facilities developed at the time of this general plan. It represents enormous development potential for open space recreation and cultural activities. The Park's programs and cultural themes described by this general plan offer a wide

range of possible development and use intensities, which makes it difficult and undesirable to pre-determine what the appropriate visitor capacity should be.

Physical constraints exist, such as the presence of archaeological sites and features, as well as existing roads, easements, drainages, rail tracks, groundwater monitoring wells, elevation changes, etc., that ultimately become determining factors in park design and area visitor capacities.

Social constraints also exist, due to the population diversity of California and within Los Angeles communities. However, these differences can be viewed as opportunities for cultural awareness and exchange, and undoubtedly will influence the development of thematic treatments in design of traditional park landscapes.

The Department's methodology focuses on the initial capacity of developed facilities, desired resources and social conditions. Subsequent surveys, analysis, and monitoring programs are necessary in order to make final determinations and adjustments in visitor capacity through future management actions. The methodology and steps to be used in this process are outlined below.

VCM Methodology

The following represents an adaptive management cycle, or methodology, that involves research, planning, monitoring, and management actions to achieve sustainable resources and social conditions. This methodology was initiated during this general planning effort and applied with the level of detail commensurate with the conceptual nature of this plan. This includes the identification of existing opportunities and constraints, and description of desired resources and social conditions. Visitor capacities are addressed for park areas when sufficient data is presented.

Visitor Capacity Management is defined by State Parks as:

A methodology used to determine and maintain the desired resource and social conditions that fulfill the purpose and mission of a park. It includes establishing initial visitor capacities, then monitoring key indicators in order to identify appropriate management actions in response to unacceptable conditions.

Adaptive Management Process

The following tasks are usually carried out during the resource inventories, unit classification, and general planning processes. Subsequent management plans and site investigations provide the more detailed information necessary for project-level analysis and impact assessments in order to initiate required mitigation and monitoring programs. These tasks are presented here for an understanding of the iterative process that State Parks considers from the

programmatic planning stages of the general plan, through the project implementation and monitoring phases.

- 1. Identify Existing Opportunities and Constraints:** Through ongoing research, surveys, and site investigations we are able to document existing resources and social conditions. This data helps identify opportunities and constraints, and establishes the baseline condition for natural, cultural, and recreational resources.
- 2. Determine Vision and Desired Conditions:** The analysis of current uses and condition assessments begin to shape the types of activities and experiences that are desired. This increases our ability to determine the resource conditions we desire and the protective measures, including thresholds (standards) of acceptable resource conditions that are necessary to maintain those resource conditions.
- 3. Identify Issues and Evaluate Alternatives:** The analysis of resource and social impacts related to current use helps identify the issues, problems, and thresholds that shape the vision or desired conditions of the park. Additional surveys, studies or site analysis may be necessary to understand the full effects of existing uses, potential alternatives, or feasibility of desired improvements. It is at this stage that the objectives of visitor use and capacity for specific units are determined, which may include quantitative limits on certain park uses (e.g., the number of campsites or parking spaces in the park).
- 4. Develop Measurable Indicators and Thresholds:** Key indicators are identified that can diagnose whether the desired conditions for a park are being met. These indicators must be measurable and have a direct relationship to at least one desired condition (e.g. the number of exposed tree roots per mile of trail). Thresholds are then identified for each indicator (for example: 100 tree roots per trail mile). Through monitoring processes, management is alerted when conditions exceed a determined threshold or deviate outside the acceptable range.
- 5. Establish Initial Visitor Capacities:** Initial visitor capacities are formulated based on the analysis of existing conditions, alternative considerations, desired future conditions, and prescribed goals and objectives. Implementation occurs when sufficient knowledge is gained and plans are finalized. As environmental impact assessments and monitoring programs are initiated, plans are implemented and new patterns of use are generated.
- 6. Monitor Use and Identify Changing Conditions:** Through monitoring and further study we can assess the degree of impact or changing conditions that occur over a specified period of time. Thresholds and indicators are used in the monitoring process to determine when an unacceptable

condition exists. Unacceptable conditions trigger management action(s) appropriate to correct the unacceptable condition.

- 7. Adjust Environmental or Social Conditions:** As monitoring efforts reveal that conditions may be approaching or exceeding thresholds, management must consider alternatives and take appropriate action. The analysis of impacts and their causes should direct management toward a course of action that attempts to push resource/experience conditions back to a desired state. This may include further studies, new project design, and stronger enforcement of the rules and regulations, which may also require adjustments to the initial visitor capacities.

Research, Investigations, and Monitoring

Data from research, pre-project site investigations, visitor impact assessments, post-project evaluations, and baseline resource monitoring can all be captured and used to make sure the desired condition of the park is maintained. A program of continued research and site investigations provides and documents updated data on resource conditions and new problems as they may occur. Periodic surveys provide a measure of visitor satisfaction and identify recreation trends and public opinions on the types of activities and experiences people are seeking. These ongoing efforts build the unit data file for subsequent planning and analysis, and monitoring programs ensure that development actions achieve the desired outcomes.

4.7 Future Studies

There are a number of planning efforts that require detailed consideration too specific for the overall planning efforts of this General Plan. Funding and staffing limitations restrict which studies California State Parks is able to address subsequent to this General Plan and require that State Parks set priorities. Many goals and guidelines provide direction for management plans and/or future studies for the Park as well as regional planning, connectivity, and coordination of State Park projects in the Los Angeles region and located within the Los Angeles River Greenway. Information resulting from these studies may benefit specific State Parks projects (i.e. Rio de Los Angeles State Park) as well as future planning efforts for the interconnected parks and trails of the L.A. River Greenway. Planning, feasibility studies, and public coordination for these plans is ongoing.

All future efforts on specific management plans will involve the appropriate level of environmental review and compliance and may include public participation beyond what is required as part of the CEQA process. Implementation of such specific plans may incorporate mitigation measures including, but not limited to,

natural and cultural resource protection, monitoring to avoid impacts, and access limitations in sensitive resource areas.

The following is a list of some of the proposed future planning efforts. Please refer to the appropriate goals and guidelines section of this General Plan for a more complete description of the intent of these future planning efforts.

- Cultural Resources Management Plan
- Interpretive Center Feasibility Study
- Water Quality studies
- Invasive Non-Native Species Management Plan
- Interpretive Master Plan
- Parkwide Sign Plan
- Scope of Collections Statement
- Concessions Plan

Attachment B

Construction Assumptions for the Additional Park Improvements



September 15, 2026

Danae Hall, AICP
Project Manager
Kimley-Horn and Associates, Inc.
600 S Figueroa St. #2050
Los Angeles, CA 90071

Re: Memorandum for Addendum for Los Angeles Aerial Rapid Transit Project: Construction Assumptions for Additional Park Improvements; Modified Park Improvements

Dear Ms. Hall:

PCL Construction Services, Inc. has provided construction assumptions for the proposed Los Angeles Aerial Rapid Transit Project (LA ART or Project). This memorandum provides construction assumptions for the Additional Park Improvements for the Addendum to the Los Angeles Aerial Rapid Transit Project Environmental Impact Report (LA ART EIR). It also addresses the Modified Park Amenities for the Addendum.

Additional Park Improvements

As part of the LASHP GPA process, additional hardscape and landscape improvements and LASHP amenities within the LASHP have been identified (Additional Park Improvements). See Exhibit 1 for the location of the Additional Park Improvements Area. The Additional Park Improvements Area is approximately 25,000 square feet. The Additional Park Improvements may include the following: installation of landscaping and hardscaping, including integration of the granite pavers; new gating for the LASHP entrance; wayfinding signage and lighting; drinking fountains; benches; flexible seating; interpretative children's play zones; temporary art installations; interactive LASHP kiosks; a cultural activities area; an outdoor educational center; and similar LASHP amenity spaces.

It is estimated that installation of the Additional Park Improvements would require approximately 16 weeks of construction and would be constructed simultaneously with the Modified Park Amenities with the Park Amenities Area. The Construction Assumptions for the Additional Park Improvements are included in Exhibit 2. The construction equipment for the Additional Park Improvements would be similar to the equipment for the Approved Project Park Amenities. Installation of the Additional Park Improvements would require approximately 504 CY of excavation and 247 CY of export. The added 247 CY of export could result in approximately 25 additional one-way truck hauling trips during construction. The construction equipment for the Additional Park Improvements would be similar to the equipment for the Approved Project Park Amenities.

Modified Park Amenities



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The LA ART EIR included construction assumptions for Park amenities, including concessions and restrooms, a mobility hub, hardscape and landscape improvements, new gating, and wayfinding signage and lighting (Park Amenities) that would be constructed as part of the Chinatown/State Park Station Vertical Circulation/Hardscape and Landscape/Interior Work phase of construction. As part of the LASHP GPA process, minor refinements to the Park Amenities have been added, including additional hardscape and landscape improvements and LASHP amenities within the LASHP have been identified, including drinking fountains, benches, flexible seating, interpretative children's play zones, temporary art installations, interactive LASHP kiosks, a cultural activities area, an outdoor educational center, and similar LASHP amenity spaces. (Modified Park Amenities). See Exhibit 1 for the location of the Modified Park Amenities, which is the location of the Chinatown/State Park Station Vertical Circulation/Hardscape and Landscape/Interior Work phase of construction. The construction area and closures, construction equipment, and excavation and export for the Chinatown/State Park Station and Modified Park Amenities would be unchanged from the Approved Project.

Sincerely,

PCL Construction Services, Inc.

Austin Wheelon
Preconstruction Manager

Exhibit 1

Additional Park Improvements Area: Location

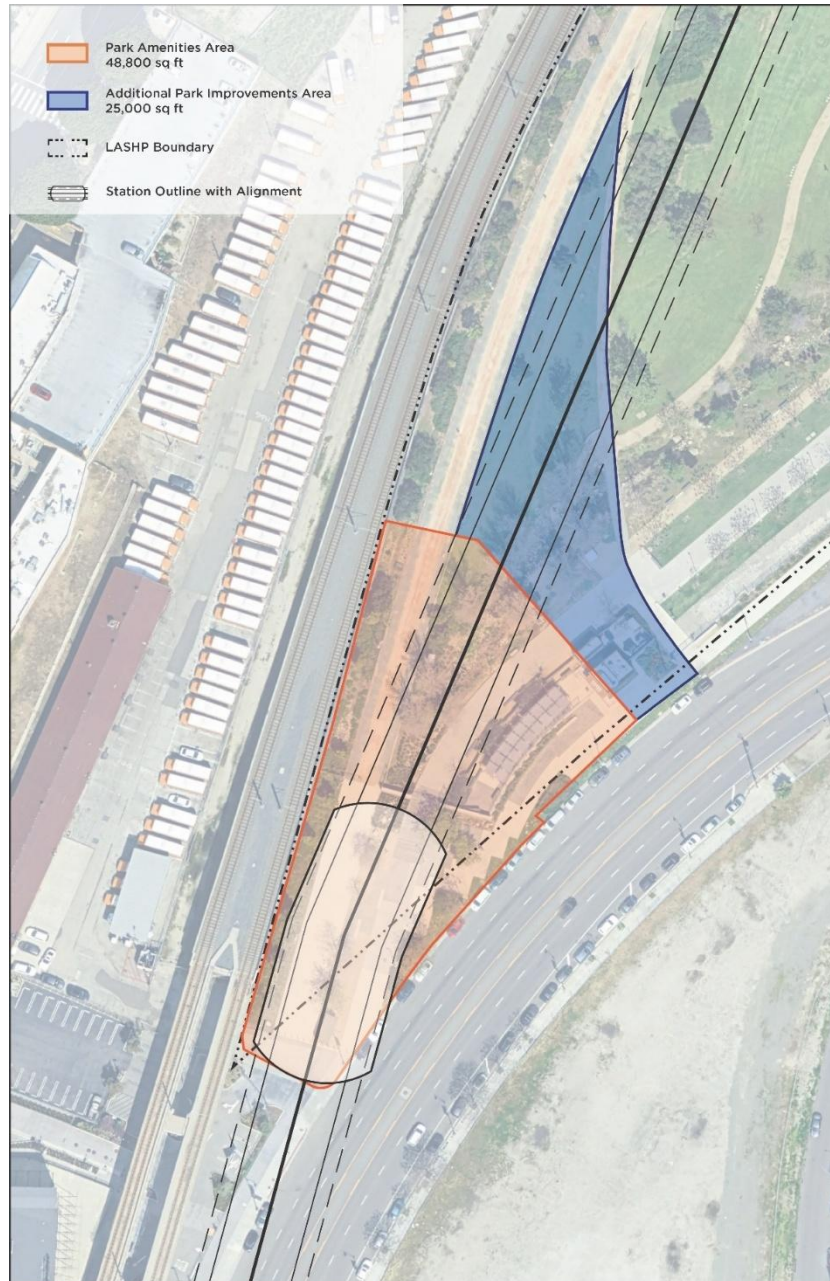


Exhibit 2

Additional Park Improvements: Construction Assumptions

The Modified Park Amenities and Additional Park Improvements would be constructed as part of the Chinatown/State Park Station Vertical Circulation/Hardscape and Landscape/Interior Work phase of construction. It is estimated that installation of the Additional Park Improvements would require approximately 16 weeks of construction and would be constructed simultaneously with the Modified Park Amenities. The table below identifies the construction assumptions associated with the Additional Park Improvements.

Project Component	Duration (Weeks)	Equipment List	Quantity of Equipment Specified in Column D	Typical Number of Days Equipment Will Be Used	Percentage of Day in Use	Typical Number of Additional Construction Workers Per Day	Total Number of Additional Roundtrip Shuttle Trips Per Day (Shuttling Construction Workers)	Typical Number of Additional Truck Trips Per Day to Project Component Site (Materials, Deliveries, and On-Road Equipment)	Peak Additional Truck Trips During Concrete Pour	Maximum Depth (Excavation and Drilled Piles)	Depth of Site Work	Additional Amount of Excavation (Cubic Yards)	Additional Amount of Export (Including Cement and Soils) (Cubic Yards)	Additional Amount Reused On-Site (Including Soils) (Cubic Yards)
Additional Park Improvements	16	See Equipment Details Below				0 ¹	0 ²	4 ³	Days: 5 Trips: 2	3' (assumed for new bollards, signs, posts, play structures, etc.)	3'	504 cubic yards	247 cubic yards	257 cubic yards
		Backhoe	1	20	50%									
		Compactor (ground)	1	15	25%									
		Concrete Mixer Truck	1	5	25%									
		Gradall	1	50	25%									
		Welders	1	50	10%									
		Vacuum Street Sweeper	1	5	25%									

¹ As noted in the LA ART EIR, the Chinatown/State Park Station Vertical Circulation/Hardscape and Landscape/Interior Work phase of construction assumed there would be typically 20 construction workers per day. There is no increase in the number of construction workers per day due to Additional Park Improvements to the total for the Chinatown/State Park Station Vertical Circulation/Hardscape and Landscape/Interior Work phase of construction.

² As noted in the LA ART EIR, the Chinatown/State Park Station Vertical Circulation/Hardscape and Landscape/Interior Work phase of construction assumed 10 total number of roundtrip shuttle trips per day. There is no increase in the number of roundtrip shuttle trips per day due to Additional Park Improvements to the total for the Chinatown/State Park Station Vertical Circulation/Hardscape and Landscape/Interior Work phase of construction.

³ The Additional Park Improvements would require 4 truck trips per day during the approximately 16-week construction period. Truck trips associated with the added 247 CY of export are included in this total.

Attachment C

Construction Assumptions for the Modified Los Angeles State Historic Park Pedestrian Bridge



September 15, 2026

Danae Hall, AICP
Project Manager
Kimley-Horn and Associates, Inc.
600 S Figueroa St. #2050
Los Angeles, CA 90017

Re: Memorandum for Addendum for Los Angeles Aerial Rapid Transit Project: Construction Assumptions for Modified LASHP Pedestrian Bridge

Dear Ms. Hall:

PCL Construction Services, Inc. has provided construction assumptions for the proposed Los Angeles Aerial Rapid Transit Project (LA ART or Project). This memorandum provides construction assumptions for the Modified LASHP Pedestrian Bridge for the Addendum to the Los Angeles Aerial Rapid Transit Project Environmental Impact Report (Addendum).

Modified LASHP Pedestrian Bridge

As described in the Addendum, it has been determined that minor modifications to the Pedestrian Bridge are needed (Modified LASHP Pedestrian Bridge). The Modified LASHP Pedestrian Bridge would generally be located in the same location as the Pedestrian Bridge analyzed in the LA ART EIR. The construction equipment would be similar to the equipment in the LA ART EIR.

A comparison of the LA ART EIR assumptions for the Pedestrian Bridge (Design and Use Option E) and the Modified LASHP Pedestrian Bridge is included in the table below.

Comparison of Approved Project LASHP Pedestrian Bridge and Modified LASHP Pedestrian Bridge

	LASHP Pedestrian Bridge (LA ART EIR Design & Use Option E)	Modified LASHP Pedestrian Bridge
Construction Duration	60 weeks	59 weeks
Excavation	700 CY	1,371 CY
Export	400 CY	984 CY



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Piles	40 two- to three-foot diameter by 70-foot deep piles	74 two-to three-foot diameter by 35-to 55-foot deep piles
Construction Area / Temporary Closure	100,000 sq. ft. (2.3 acres)	52,000 sq. ft. (1.2 acres)

It is anticipated that the material to be exported would be comprised of soil, which is not anticipated to go to landfills. If the dirt cannot be spread onsite, the added 584 CY of export could result in approximately 59 additional one-way truck hauling trips during construction.

Similar to the Pedestrian Bridge analyzed in the LA ART EIR, it is assumed that during construction, sidewalk closures would be required along North Broadway.

Exhibit 1 includes details on each phase of construction and provides additional information as to the anticipated duration of each phase, potential closure conditions and descriptions, estimated structural details, anticipated construction and staging zones, and estimated foundation and pile locations.

Installation of the Modified LASHP Pedestrian Bridge could require a temporary closure of the Metro A Line for up to 12 hours for placement of the Pedestrian Bridge span.

Sincerely,

PCL Construction Services, Inc.

Austin Wheelon
Preconstruction Manager



Exhibit 1

Construction Assumptions: Modified LASHP Pedestrian Bridge

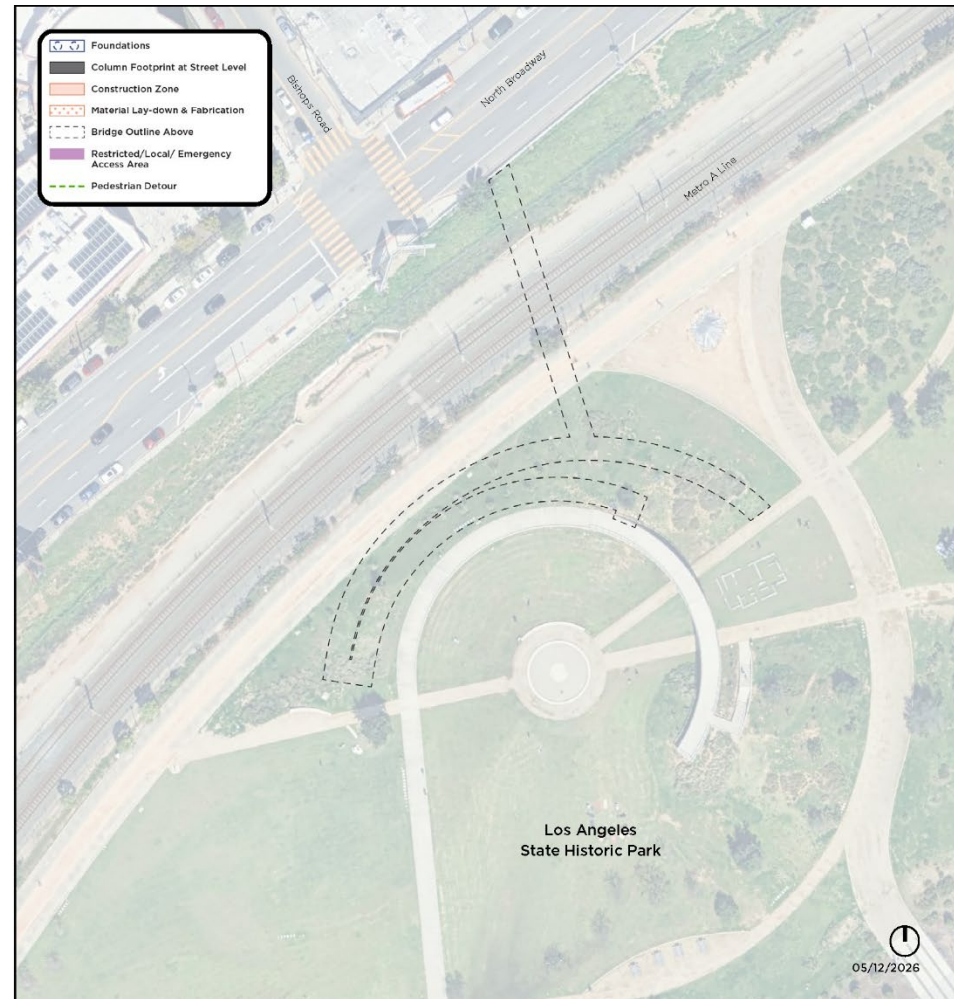


CONSTRUCTION

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Park Pedestrian Bridge

Existing Conditions





CONSTRUCTION

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Park Pedestrian Bridge

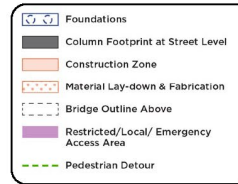
Foundations and Columns

23 weeks

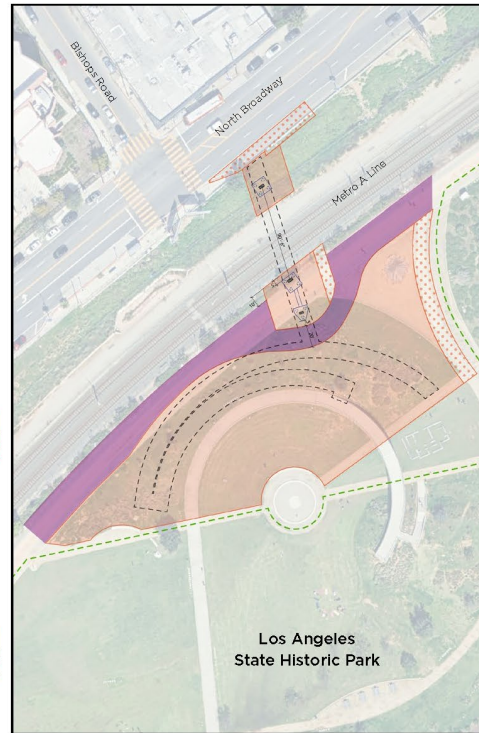
Periodic Road Closure

During Foundations and Columns erection, the construction zone and restricted access area will vary depending on the construction site activity.

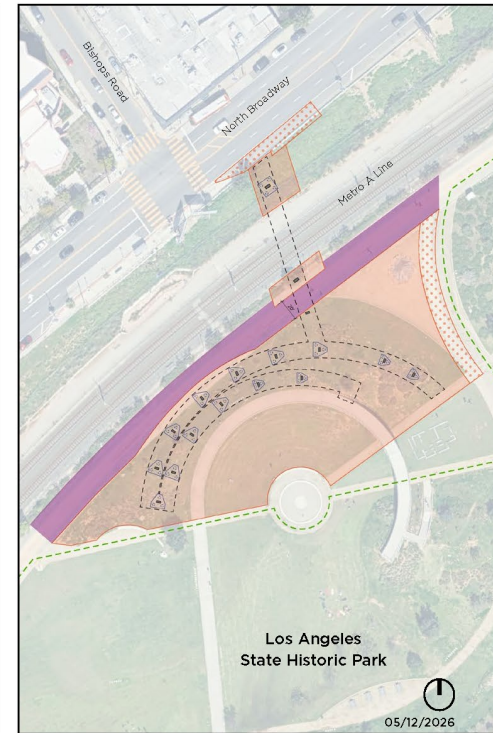
This will result in two conditions over a period of 23 weeks.



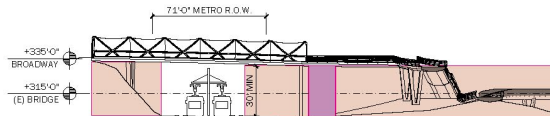
Weeks 1-4



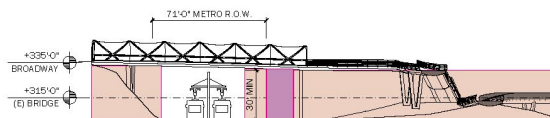
Weeks 5-23



Weeks 1-4



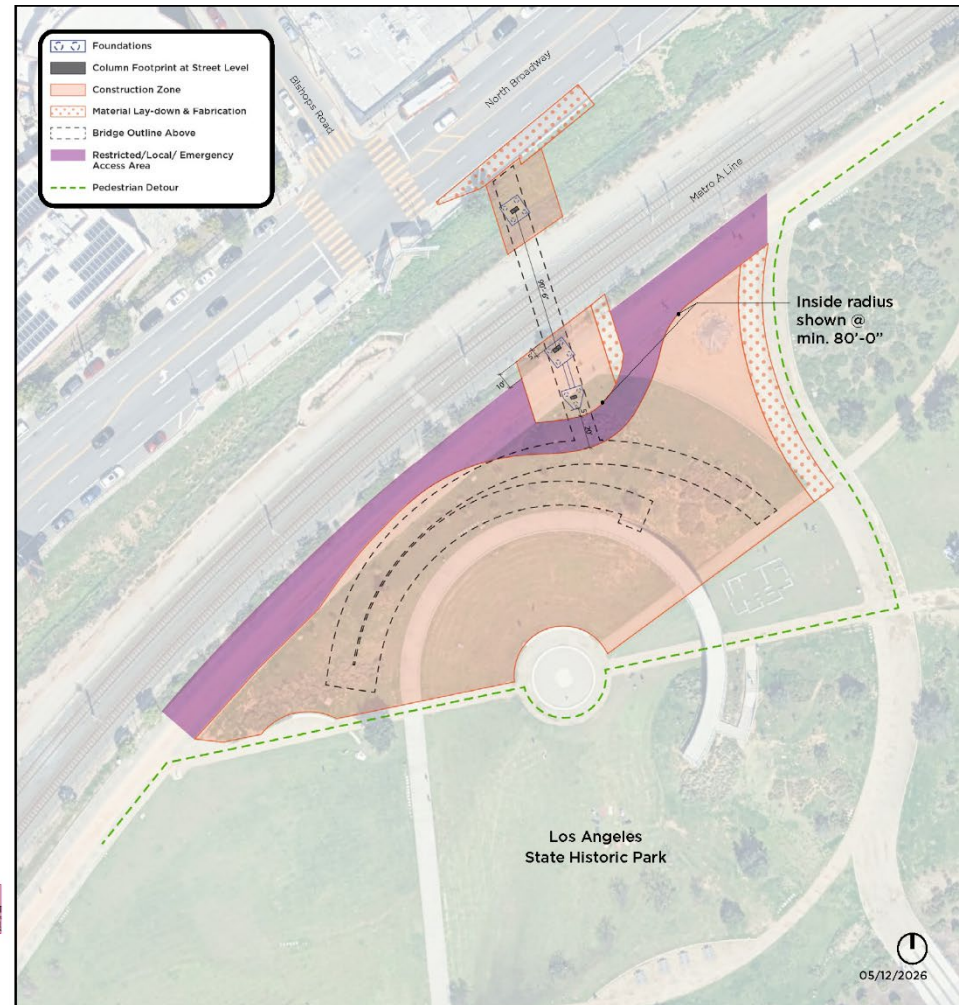
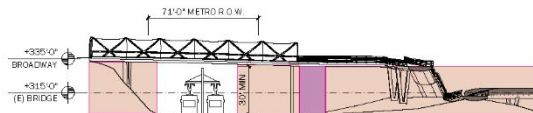
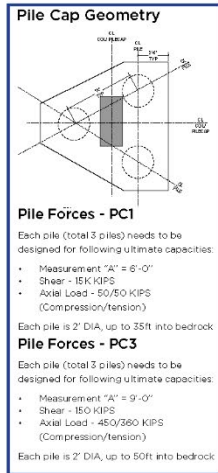
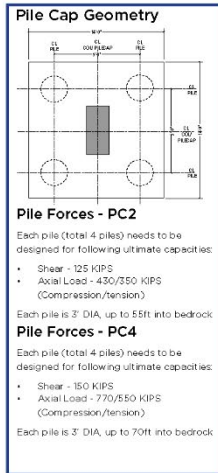
Weeks 5-23



Park Pedestrian Bridge

Foundations and Columns Weeks 1-4 Periodic Road Closure

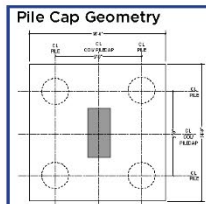
Required area for Construction
49,300 sqft



Park Pedestrian Bridge

Foundations and Columns
Weeks 5-23
Periodic Road Closure

Required area for Construction
50,400 sqft



Pile Forces - PC2

Each pile (total 4 piles) needs to be designed for following ultimate capacities:

- Shear - 125 KIPS
- Axial Load - 430/250 KIPS (Compression/tension)

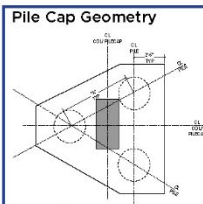
Each pile is 3" DIA, up to 55ft into bedrock

Pile Forces - PC4

Each pile (total 4 piles) needs to be designed for following ultimate capacities:

- Shear - 150 KIPS
- Axial Load - 770/550 KIPS (Compression/tension)

Each pile is 3" DIA, up to 70ft into bedrock



Pile Forces - PC1

Each pile (total 3 piles) needs to be designed for following ultimate capacities:

- Measurement "A" = 6'-0"
- Shear - 15K KIPS
- Axial Load - 50/50 KIPS (Compression/tension)

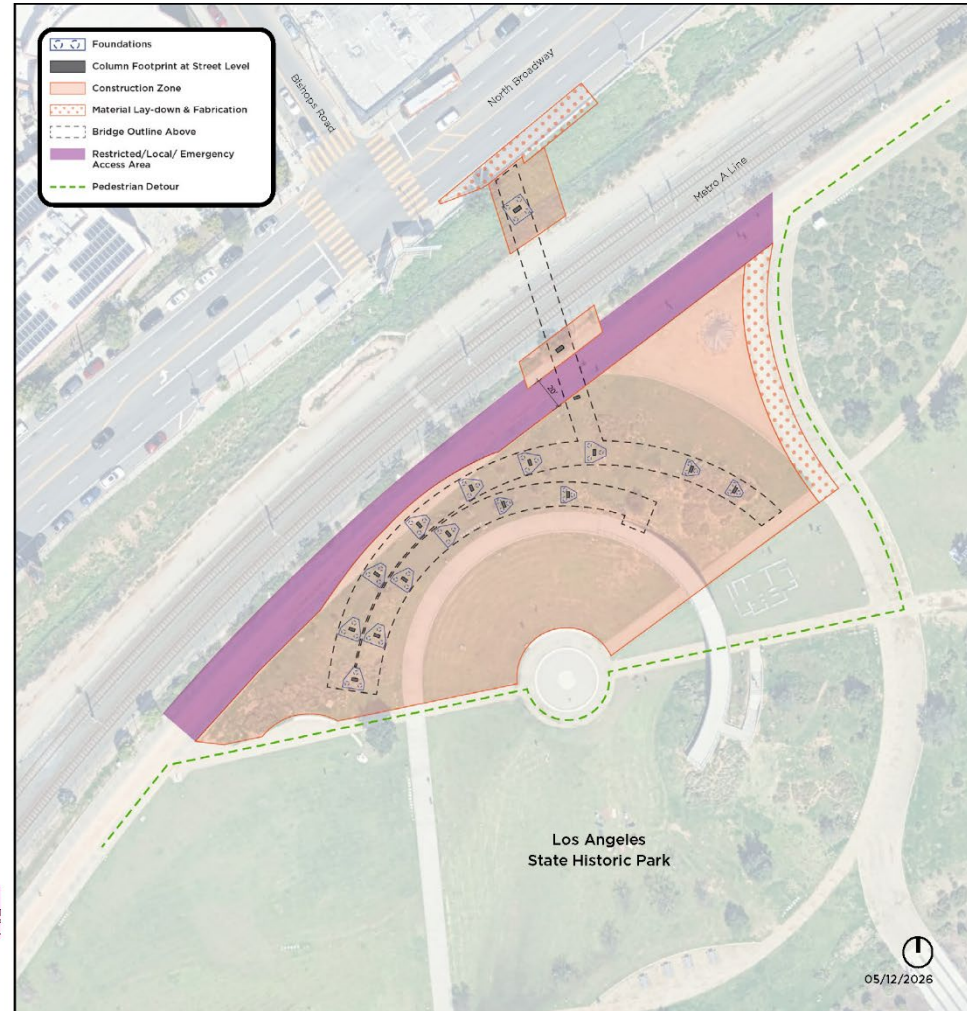
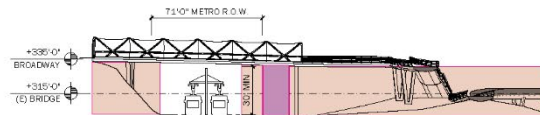
Each pile is 2" DIA, up to 35ft into bedrock

Pile Forces - PC3

Each pile (total 3 piles) needs to be designed for following ultimate capacities:

- Measurement "A" = 9'-0"
- Shear - 150 KIPS
- Axial Load - 450/360 KIPS (Compression/tension)

Each pile is 2" DIA, up to 50ft into bedrock





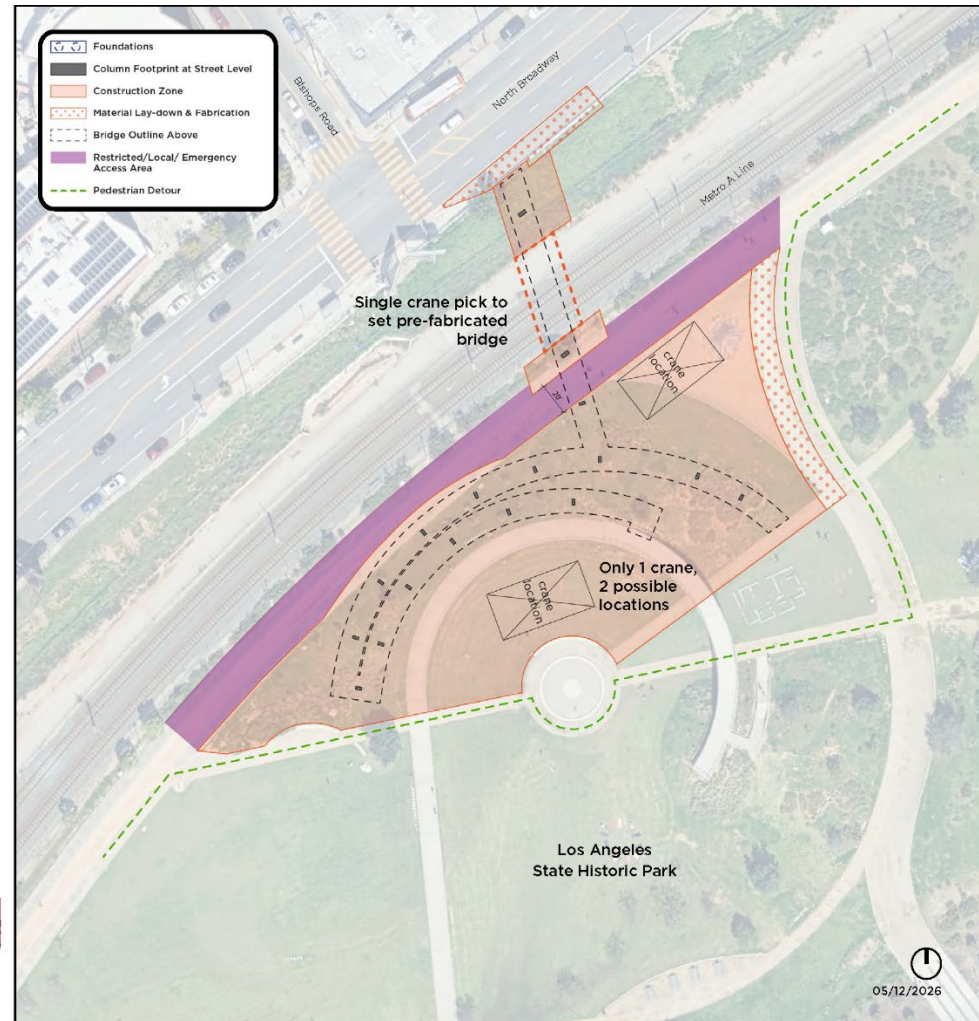
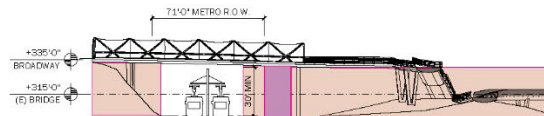
CONSTRUCTION

▶ TOGETHER WE BUILD SUCCESS

Park Pedestrian Bridge

Structural Steel Erection
25 weeks
Periodic Road Closure

Required area for Construction
52,000 sqft





CONSTRUCTION

▶ TOGETHER WE BUILD SUCCESS

Park Pedestrian Bridge

Hardscape and Landscape

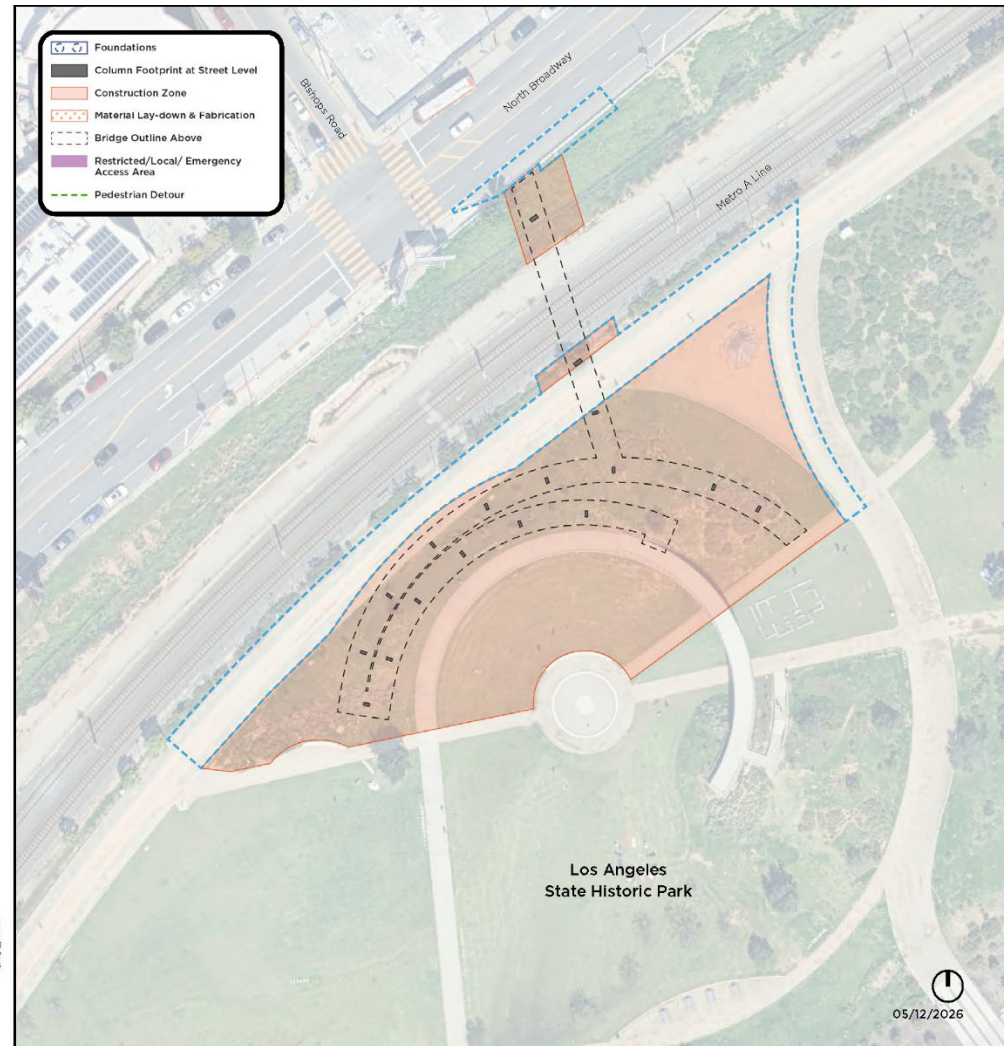
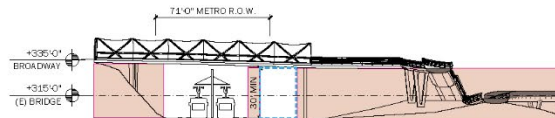
11 weeks

No Road Closure Except for Road Restoration

Re-striping/Existing Pathway
Restoration Daily Closures for 11 weeks

No Road Closure Except for Road
Restoration (2-3 days worth of work)

Required area for Construction
46,200 sqft





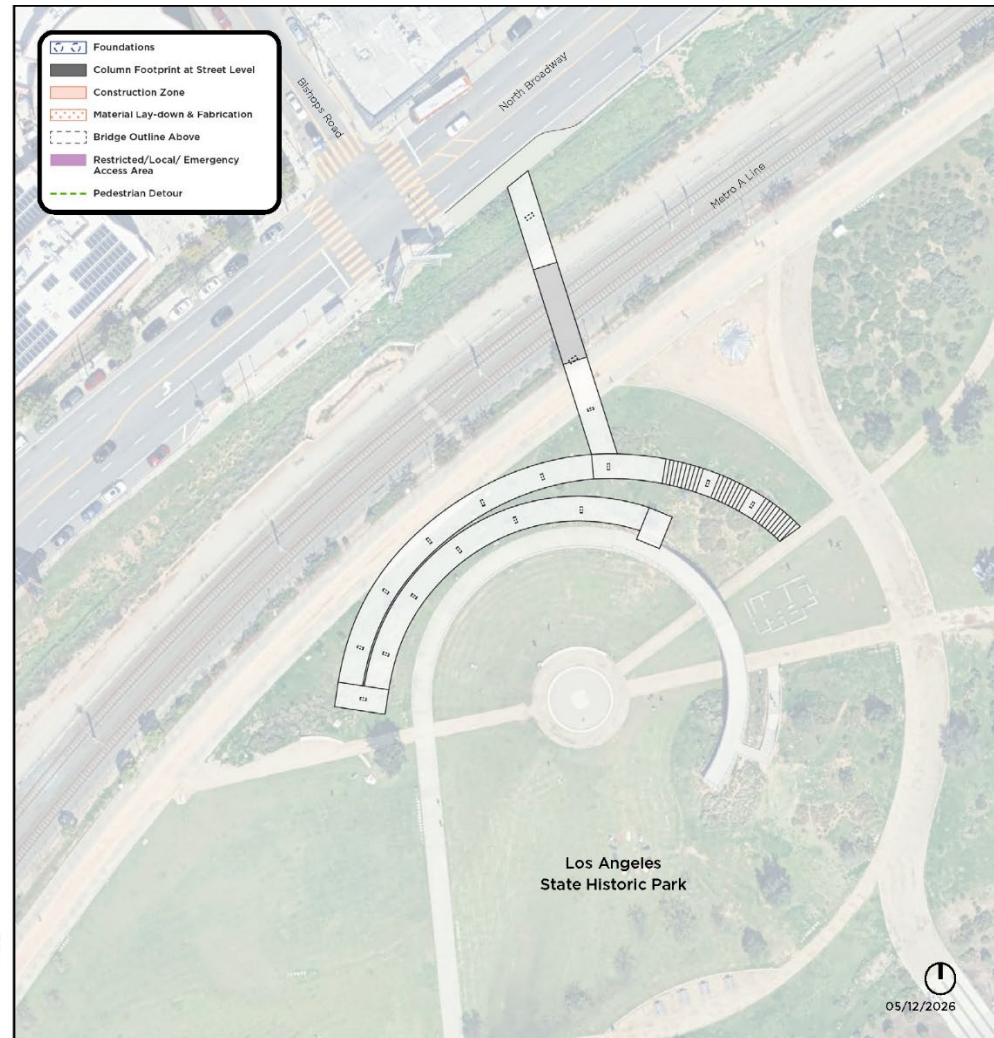
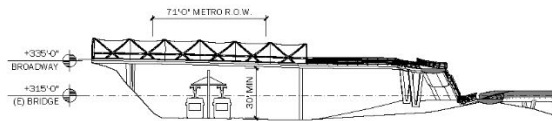
CONSTRUCTION

▶ TOGETHER WE BUILD SUCCESS

Park Pedestrian Bridge

Build-Out Conditions

New curb extension introduced along the south edge of North Broadway (northbound)
No Existing parallel parking spaces removed



Attachment D

Ramboll Memorandum In Support of the State Parks EIR Addendum for the Los Angeles Aerial Rapid Transit Project

Danae Hall
Kimley-Horn and Associates
660 S Figueroa St #2050
Los Angeles, CA 90017

**MEMORANDUM IN SUPPORT OF THE STATE PARKS EIR ADDENDUM
FOR THE LOS ANGELES AERIAL RAPID TRANSIT PROJECT**

Dear Ms. Hall:

Ramboll, as the author of the original technical studies on air quality, greenhouse gas (GHG), and energy impacts for the Los Angeles Aerial Rapid Transit (LA ART) project (Project), has prepared this memorandum in Support of the State Parks Environmental Impact Report (EIR) Addendum for the Los Angeles Aerial Rapid Transit Project (Addendum).

As described in the Addendum, minor changes or additions to the LA ART EIR are needed to reflect Modified Park Amenities, Additional Park Improvements, and a Modified Pedestrian Bridge.

The Modified Park Amenities would not result in changes to the construction area, construction equipment, and excavation and export. Therefore, impacts of the Modified Park Amenities are not discussed further in this memorandum.

The Additional Park Improvements are estimated to occupy 25,000 square feet of construction area and are anticipated to result in approximately 504 cubic yards (CY) of excavation and 247 CY of export. The Additional Park Improvements would result in approximately 80 additional total construction truck trips (inclusive of 25 new hauling truck trips for the additional export).

The Modified Pedestrian Bridge entails a minor modification to the Project Design and Use Option E (The Los Angeles State Historic Park Pedestrian Bridge). As compared to the Pedestrian Bridge in the LA ART EIR, the Modified Pedestrian Bridge could require an additional 671 CY of excavation and an additional 584 CY of material export. This additional work could result in approximately 59 more total haul truck trips for hauling activity and a potential slight increase in the fugitive dust emissions from truck loading activity relative to Design and Use Option E. In addition to the changes described above, the Modified Pedestrian Bridge includes minor design refinements that may result in adjustments to construction methods and activities. These changes are not anticipated to result in material changes to air quality, GHG, or energy impacts and therefore are not further evaluated in this memorandum.

This memorandum addresses whether the above-described changes would alter the conclusions of significance within the LA ART Draft EIR as it relates to air quality, GHG, and energy. We have assessed the changes (the Additional Park

Date September 16, 2026

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Improvements and Modified Pedestrian Bridge) and have found that these changes do not alter the EIR's conclusions.

Air Quality. With respect to air quality, the LA ART EIR and the Air Quality/Health Risk Assessment Technical Report (Appendix D of the Draft EIR) concluded that Project construction would produce maximum daily emissions below South Coast Air Quality Management District (SCAQMD) mass daily significance thresholds for criteria pollutants and below SCAQMD localized significance thresholds (LSTs) for on-site emissions. The health risk assessment and calculated cancer burden also demonstrated that the Project would not exceed relevant thresholds. With respect to the Additional Park Improvements, the additional excavation and hauling activity represents a small increment relative to the construction activity at the Chinatown/State Park Station. Regarding the Modified Pedestrian Bridge, as described in Section 6.6.2 of the Draft EIR, the air quality impacts would be less than significant for Design and Use Option E. The modest additional excavation and hauling associated with the Modified Pedestrian Bridge represents a small increment relative to the construction activity assessed for the Pedestrian Bridge in the LA ART EIR. The small increase in excavation and hauling, at hauling distances that reflect the anticipated destinations for the excavated material, and associated emissions for the Additional Park Improvements and Modified Pedestrian Bridge would not cause pollutant levels to exceed previously applicable thresholds for maximum daily emissions, LSTs, and health risk, and the EIR's conclusion that construction air quality impacts are less than significant for the Project and for Design and Use Option E remains unchanged and supported by the prior analysis and record evidence.

Greenhouse Gases. Regarding GHGs, the LA ART EIR and the Greenhouse Gas Emissions Technical Report (Appendix J of the Draft EIR) found that the Project would result in a net decrease in GHG emissions relative to existing conditions, and that the Project would not conflict with State, regional, and local policies and regulations. With respect to the Additional Park Improvements, the additional 504 CY of excavation and additional hauling activity from exporting 247 CY of material and additional construction truck activity, at hauling distances that account for the potential for exported material to be disposed of at multiple landfill locations accepting the excavated material, represents a small increment relative to the construction activity at the Chinatown/State Park Station and would generate a small increase in construction-related GHG emissions. The conclusion for GHG with respect to Design and Use Option E presented in the LA ART Draft EIR Section 6.6.2 was that impacts from the Pedestrian Bridge would be less than significant. Regarding the Modified Pedestrian Bridge, the added construction activity associated with excavating an additional 671 CY and the additional haul truck trips from exporting an additional 584 CY of material would generate a small increase in construction-related GHG emissions for Design and Use Option E. Using the same amortization period and methodology applied in the Draft EIR (amortized over the Project's useful life), these incremental increases from the Additional Park Improvements and Modified Pedestrian Bridge are negligible compared to the Project's long-term GHG performance and do not change the ability of the Project and Design and Use Option E to meet the performance outcomes described in the technical report. Therefore, the EIR's conclusion that GHG impacts for the Project and Design and Use Option E are less than significant remains unchanged and supported by the prior analysis and record evidence. Similar to the Approved Project and Pedestrian Bridge, impacts with respect to GHG emissions for the Additional Park Improvements and Modified Pedestrian Bridge for the Project and Design and Use Option E would be less than significant.

Energy Consumption. For energy, the LA ART EIR and the Energy Technical Report (Appendix H of the Draft EIR) evaluated construction fuel and energy consumption and concluded that construction

fuel use would be negligible at local and regional scales, would not adversely affect local or regional energy supplies or capacity, and that temporary construction energy use would allow for a long-term reduction in energy consumption associated with Project operations. With respect to the Additional Park Improvements, the additional 504 CY of excavation and additional hauling activity from exporting 247 CY of material and additional construction truck activity, at hauling distances that account for the potential for exported material to be disposed of at multiple landfill locations accepting the excavated material, represents a small increment relative to the construction activity at the Chinatown/State Park Station and would generate a small increase in construction-related fuel consumption. The conclusion for Design and Use Option E with respect to energy presented in Draft EIR Section 6.6.2 was that impacts from adding the Pedestrian Bridge would be less than significant. For Design and Use Option E, regarding the Modified Pedestrian Bridge, the excavation of an additional 671 CY and the added haul truck trips from exporting an additional 584 CY of material would generate a small increase in construction-related fuel consumption for Design and Use Option E. The modest increases from the Additional Park Improvements and Modified Pedestrian Bridge would result in a small incremental increase in construction fuel consumption for the Project and Design and Use Option E. Consequently, the EIR's conclusions regarding energy impacts for the Project and Design and Use Option E remain unchanged and supported by the prior analysis and record evidence. Similar to the Approved Project and Pedestrian Bridge, impacts with respect to energy resources for the Additional Park Improvements and Modified Pedestrian Bridge for the Project and Design and Use Option E would be less than significant.

Conclusion. The potential additional 504 CY of excavation and additional export of approximately 247 CY of material and additional construction truck activity for the Additional Park Improvements and the 671 CY of excavation and additional export of approximately 584 CY of material for the Modified Pedestrian Bridge are *de minimis* with respect to Approved Project and Design and Use Option E impacts found to be less than significant in the LA ART EIR for construction air quality, greenhouse gas emissions, and energy. The LA ART EIR analyses and conclusions for air quality, GHG, and energy for the Approved Project and Design and Use Option E remain applicable and unchanged.

Yours Sincerely,



Emily Weissinger
Principal

602 734 7739

eweissinger@ramboll.com

HO:cet

Copy: Eric Lu, Principal, Ramboll

Attachment E

Tree Inventory Memorandum



TREE INVENTORY MEMORANDUM

TO: Los Angeles Aerial Rapid Transit District
FROM: Cy Carlberg, ASCA Registered Consulting Arborist
DATE: July 20, 2026
SUBJECT: Los Angeles Aerial Rapid Transit Addendum

Carlberg Associates prepared the Tree Inventory Report and Updated Tree Report for the Los Angeles Aerial Rapid Transit (LA ART) project (Project). This Tree Inventory Memorandum provides limited additional tree survey work associated with the Modified Los Angeles State Historic Park (LASHP) Pedestrian Bridge analyzed in the Addendum. The purpose of this memorandum is to identify the supplemental tree survey scope for these areas and to confirm how any tree-related impacts would be addressed.

As stated in the LA ART EIR, the location of the Pedestrian Bridge is mainly comprised of lawn, paved and stone walking paths, and ornamental landscaping of trees and shrubs. Any trees removed during construction of the Pedestrian Bridge would be required to be replaced in accordance with the City's Native Tree Protection Ordinance and the City's Street Tree Policy. Additionally, the removal of trees located on State Parks property would require special permit approval of the California Department of Parks and Recreation.

This Tree Inventory Memorandum clarifies which trees are located in the Modified LASHP Pedestrian Bridge Area. Our staff conducted a site visit to the location of the proposed Modified LASHP Pedestrian Bridge on July 2, 2026. Exhibit 1 is the Tree Inventory for the Modified LASHP Pedestrian Bridge Area, Exhibit 2 comprises the tree photographs, and Exhibit 3 is the Tree Location Map for the Modified LASHP Pedestrian Bridge Area.

Similar to the Pedestrian Bridge analyzed in the LA ART EIR, any trees removed during construction would be required to be replaced in accordance with the City's Native Tree Protection Ordinance and the City's Street Tree Policy. Additionally, and as described in the LA ART EIR, the removal of trees located on State Park property would require special permit approval of State Parks. The Modified LASHP Pedestrian Bridge would be subject to BIO-PDF-F from the LA ART EIR. Additionally, and as described in the LA ART EIR, the removal of trees located on State Park property would require special permit approval of State Parks.

Because all of the subject trees were planted as part of a tree planting program and are not naturally occurring, none within the Modified LASHP Pedestrian Bridge Area are considered protected by the City of Los Angeles' Tree Preservation Ordinance No. 186,873.

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828 Fifth Street, Suite 3
Santa Monica, California 90403
Office: 310.451.4804

Sierra Madre Office
80 West Sierra Madre Boulevard, #241
Sierra Madre, California 91024
Office: 626.428.5072

www.cycarlberg.com

EXHIBIT 1 – TREE INVENTORY FOR THE MODIFIED LASHP PEDESTRIAN BRIDGE AREA

Tree No.	Common Name	Botanical Name	Trunk Diam (DBH, in Inches)	Height (in feet)	Canopy Spread N/S/E/W (in feet)	Health Grade	Structure Grade	Disposition
261	African sumac	<i>Searsia lancea</i>	2, 2, 2, 2.5	10	5/7/8/7	A	B	Remove
262	coast live oak	<i>Quercus agrifolia</i>	3.7, 5.4, 3.5, 5.5, 1.8, 1	15	8/11/9/9	A	A-	Remove
263	toyon	<i>Heteromeles arbutifolia</i>	~ 8 @ .25 - .5 at base	5	1/2/2/2	A	A-	Remove
264	toyon	<i>Heteromeles arbutifolia</i>	at base - .5, .5, .25, .25, .25	6	1/1/1/1	A	A-	Remove
265	coast live oak	<i>Quercus agrifolia</i>	at base - 1.4, 3, 1.3, 1	6	4/5/2/6	A-	B+	Remove
266	toyon	<i>Heteromeles arbutifolia</i>	1.6, 1.4, 1, 1, 1.1, 1.4	12	6/6/5/5	A	A-	Remove
267	toyon	<i>Heteromeles arbutifolia</i>	1, 1, 2.3, 2.5, 1, 1.7, 1, 1	12	8/5/4/6	A	A-	Remove
268	toyon	<i>Heteromeles arbutifolia</i>	1, 1	8	0/1/4/8	B	B-	Remove
269	coast live oak	<i>Quercus agrifolia</i>	1, 2.1	10	7/6/6/7	A-	A-	Remove
270	coast live oak	<i>Quercus agrifolia</i>	3.5	7	5/4/4/6	A	A-	Remove
271	coast live oak	<i>Quercus agrifolia</i>	3.1, 1, 1	8	8/5/6/8	A	A-	Remove
272	coast live oak	<i>Quercus agrifolia</i>	3.1, 3.5, 1.2	12	6/9/6/6	A	A-	Remove
273	coast live oak	<i>Quercus agrifolia</i>	2, 1.8, 1, 1	10	5/6/7/6	A	A-	Remove
274	coast live oak	<i>Quercus agrifolia</i>	2.5, 1, 1, 1.5	5	6/3/4/7	A	A-	Remove
275	coast live oak	<i>Quercus agrifolia</i>	1.3, 1.4, .75, .75, .5, .5	7	6/5/6/6	A	A-	Remove
276	coast live oak	<i>Quercus agrifolia</i>	3.3, 1.1	5	8/6/5/7	A	A-	Preserve
277	Western redbud	<i>Cercis canadensis</i>	1.5	9	5/4/4/5	B-	B-	Preserve
278	Western redbud	<i>Cercis canadensis</i>	3	9	6/7/6/7	B	B	Preserve
279	Western sycamore	<i>Platanus racemosa</i>	2.3	12	4/3/3/5	A	A-	Remove
280	toyon	<i>Heteromeles arbutifolia</i>	3.5, 1.5, 1, 1, 1, 1, 1, 1.5	12	8/8/9/2	A	A-	Remove
281	toyon	<i>Heteromeles arbutifolia</i>	3.6, 3.5, 1, 1, 1, 1, 1, 1, 1.4, 1.5	15	7/5/8/6	A	A-	Remove
282	toyon	<i>Heteromeles arbutifolia</i>	1, 1.5	6	5/5/4/3	A	A-	Remove
283	incense cedar	<i>Calocedrus decurrens</i>	3.5	12	2/2/2/2	D	D	Preserve
284	California pepper	<i>Schinus molle</i>	14.8, 12.7	18	10/11/13/9	B-	C	Preserve



EXHIBIT 2 – TREE PHOTOGRAPHS











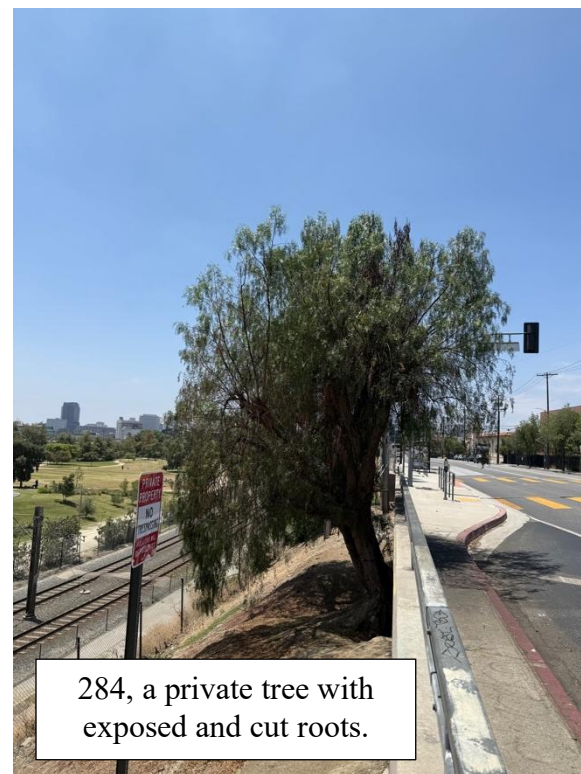
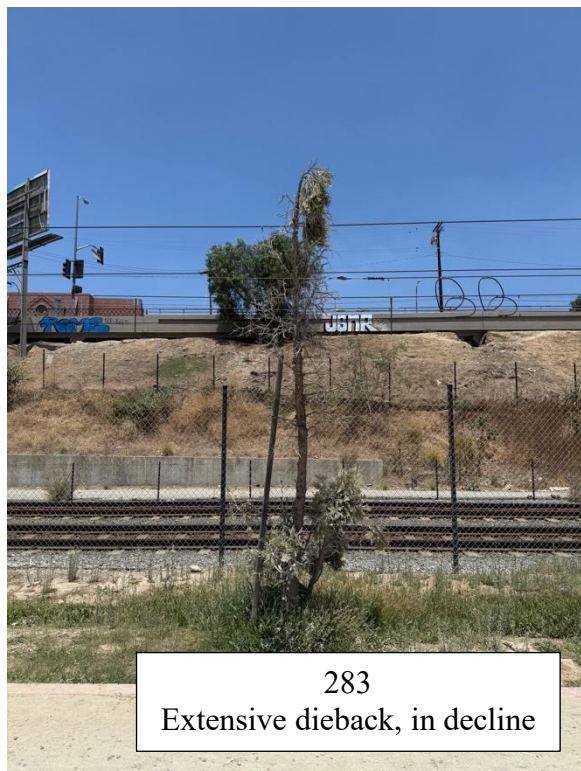


EXHIBIT 3 - TREE LOCATION MAP FOR THE MODIFIED LASHP PEDESTRIAN BRIDGE AREA



HEALTH AND STRUCTURE GRADE DEFINITIONS

Health and structure ratings of the trees are based on the archetype tree of the same species through a subjective evaluation of its physiological health, aesthetic quality, and structural integrity.

Overall physiological condition (health) and structural condition were rated A-F:

Health

- A. Outstanding – Exceptional trees of good growth form and vigor for their age class; exhibiting very good to excellent health as evidenced by normal to exceptional shoot growth during current season, good bud development and leaf color, lack of leaf, twig or branch dieback throughout the crown, and the absence of decay, bleeding, or cankers. Common leaf and/or twig pests may be noted at very minor levels.
- B. Above average – Good to very good trees that exhibit minor necrotic or physiological symptoms of stress and/or disease; shoot growth is less than reasonably expected, leaf color is less than optimal in some areas, the crown may be thinning, minor levels of leaf, twig, and branch dieback may be present, and minor areas of decay, bleeding, or cankers may be manifesting. Minor amounts of epicormic growth may be present. Minor amounts of fire damage or mechanical damage may be present. Still healthy, but with moderately diminished vigor and vitality. No significant decline noted.
- C. Average – Average, moderately good trees whose growth habit and physiological or fire-induced symptoms indicate an equal chance to either decline or continue with good health into the near future. Most of these trees exhibit moderate to significant small deadwood in outer crown areas, decreased shoot growth and diminished leaf color and mass. Some stem and branch dieback is usually present and epicormic growth may be moderate to extensive. Cavities, pockets of decay, relatively significant fire damage, bark exfoliation, or cracks may be present. Moderate to significant amounts of insect or disease symptoms may be present; the tree may be shaded or crowded in such a way that it is expected to negatively impact the lifespan of the tree. Tree may be in early decline.
- D. Below Average/Poor - trees whose growth habit and physiological or fire-induced symptoms indicate significant, irreversible decline. Most of these trees exhibit significant dieback of wood in the crown, possibly accompanied by significant epicormic sprouting. Shoot growth and leaf color and mass is either significantly diminished or nonexistent throughout the crown. Cavities, pockets of decay, significant fire damage, bark exfoliation, and/or cracks may be present. Significant amounts of insect or disease symptoms may be present; the tree may be shaded or crowded in such a way that it has negatively impacted the lifespan of the tree. Tree appears to be in irreversible decline.
- F. Dead or in spiral of decline – this tree exhibits very little to no signs of life.



Attachment F
Noise and Vibration Memorandum In Support of the State Parks EIR
Addendum for the Los Angeles Aerial Rapid Transit Project



AECOM
401 West A Street
Suite 1200
San Diego, CA 92101
aecom.com

To:
Danae Hall
Kimley-Horn and Associates
660 S Figueroa St #2050
Los Angeles, CA 90017

Project name:
LA ART EIR Addendum - LASHP General
Plan Amendment

Project ref:
60606325

From:
Chris Kaiser, INCE Bd. Cert.

Date:
September 15, 2026

Memo

Subject: Noise and Vibration Memorandum in Support of the State Parks EIR Addendum for the Los Angeles Aerial Rapid Transit Project

AECOM authored the noise and vibration technical studies for the LAART EIR. As described in the Addendum, minor changes or additions to the LAART EIR are needed to reflect Modified Park Amenities, Additional Park Improvements, and a Modified Pedestrian Bridge.

Introduction

The following bullet points summarize these proposed modifications:

Modified Park Amenities

- Similar to the Approved Project, the Modified Park Amenities would include approximately 740 square feet of concessions or another similar amenity building, 770 square feet of restrooms, and a 220 square foot covered breezeway connecting the concessions or other similar amenity building and restrooms. Depending on the final design, the location and layout of these buildings and the covered breezeway may change, but the square footage and general location will remain the same as the Approved Project.
- Like the Approved Project, the Modified Park Amenities would include installation of landscaping and hardscaping, including integration of the granite pavers; new gating for the LASHP entrance; and wayfinding signage and lighting. Based on feedback received during the GPA process, minor refinements to the Park Amenities have been made. The Modified Park Amenities may also include the following: drinking fountains, benches, flexible seating, interpretative children's play zones, temporary art installations, interactive LASHP kiosks, a cultural activities area, an outdoor educational center, and similar LASHP amenity spaces. The Modified Park Amenities would not result in changes to the construction area, construction equipment, nor the amount of excavation and export.

Additional Park Improvements

- The Additional Park Improvements Area is approximately 25,000 square feet (0.6 acres) and may include the installation of landscaping and hardscaping, including integration of the granite pavers; new gating for the LASHP entrance; wayfinding signage and lighting; drinking fountains; benches; flexible seating; interpretative children's play zones; temporary art installations; interactive LASHP kiosks; a cultural activities area; an outdoor educational center; and similar LASHP amenity spaces.
- Installation of the Additional Park Improvements would require approximately 504 cubic yards (CY) of excavation and 247 CY of export. The Additional Park Improvements would result in approximately 80 additional roundtrip total construction truck trips (inclusive of 25 new hauling truck trips for the additional export). Construction equipment for the Additional Park Improvements would be similar to the equipment for the Approved Project Park Amenities.

Modified Pedestrian Bridge

- The Modified LASHP Pedestrian Bridge would generally be located in the same location as the Pedestrian Bridge analyzed in the LAART EIR.
- The Modified LASHP Pedestrian Bridge would result in a smaller construction footprint and shorter construction duration than was identified in the LAART EIR. The same construction equipment is anticipated to be needed.
- Approximately 1,371 CY of excavation and 984 CY of material are assumed to be exported, as compared to the 700 CY of excavation and 400 CY of export assumed in the LAART EIR. If the dirt cannot be spread on-site, the added 584 CY of export could result in approximately 59 additional one-way truck hauling trips during construction.

Noise and Vibration Assessment Scope

Unaffected Noise and Vibration Analyses

The following sub-analyses of the noise and vibration impact assessment were not considered to be affected by the proposed modifications.

Construction Vibration

None of the modifications would result in a substantial shift of vibration-intensive construction equipment closer to the studied nearest receptors. As a result, the predicted maximum construction vibration levels at nearest receptors to these modifications (VSR-13, VSR-15, VSR-16, VSR-17, and VSR-19) would remain the same, and the conclusions of the LAART EIR related to construction vibration would remain unchanged.

On-Site Construction Noise

None of the modifications would substantively move noise-intensive construction equipment closer to the studied nearest receptors (NSR 8T, NSR 8, NSR 9, NSR 10, NSR 11, NSR 12, NSR 14S, NSR 14N, NSR 16, NSR 17S and NSR 17N). Approved Project construction phases in these areas were predicted to result in significant and unavoidable noise impacts at receptors due to the closer and louder equipment required for construction activities. Mitigation Measure NOI-A will remain in effect and extend to all construction activities proposed for these modifications. Therefore, the conclusions of the LAART EIR related to on-site construction noise would remain unchanged.

Operational Vibration

None of the modifications would introduce new or expanded vibration-generating sources as a result of their function. Therefore, the conclusions of the LA ART EIR related to operational vibration would remain unchanged.

Operational Noise

None of the modifications would introduce new or expanded sources of operational noise as a result of their function. Therefore, the conclusions of the LA ART EIR related to operational noise would remain unchanged.

Potentially Affected Noise and Vibration Analyses

Off-Site Construction Noise (Haul Routes)

The Additional Park Improvements and Modified Pedestrian Bridge would require a greater amount of material excavation than was studied in the LA ART EIR. As a result, the additional excavation and construction truck trips would demand additional truck traffic on the supporting roadway infrastructure.

Assessment of Off-Site Construction Noise Impacts (Haul Routes)

Additional Park Improvements and Modified Pedestrian Bridge

The Additional Park Improvements would require 247 CY of exported soil. Assuming 10 CY per haul truck, this modification has the potential to add up to 25 haul truck round trips across the multi-day excavation period. The Additional Park Improvements would result in 80 additional total construction round trip truck trips (inclusive of the 25 haul truck trips for additional export and 55 general purpose trucks) over a 16-week construction period. Per Exhibit 2 in Attachment B, construction assumptions for Additional Park Improvements would include a maximum of 4 additional trucks per day or approximately one additional round-trip truck per hour.

The Modified Pedestrian Bridge would require up to 584 CY of exported soil. Assuming 10 CY per haul truck, this modification has the potential to add up to 59 haul truck round trips, which would be spread across the multi-day excavation period. Assuming all excavation is performed within a two-week period (10 construction days), the Modified Pedestrian Bridge would expect a daily round-trip contribution of approximately 6 trucks, or less than one additional truck per hour (assuming an 8-hour construction day).¹

Assuming that the construction of these modifications would occur simultaneously, the combined contribution to construction truck traffic would be 139 new round trips² across a multi-day excavation and multi-week construction period. This would result in 1 or 2 additional trucks per hour for a two-week period.

The LA ART EIR off-site construction noise impact analysis assumed a total of 8 round trips per hour (or roughly 64 round trips within an 8-hour construction day). The Additional Park Improvements and Modified Pedestrian Bridge would conservatively increase the quantity of construction round trips from 8 per hour to 10 per hour during a two-week period, if construction activities for the Additional Park Improvements and the Modified Pedestrian Bridge would occur simultaneously. When added to existing traffic volumes on Broadway and Spring Street, the increase in construction truck traffic volumes would increase hourly traffic noise levels at sensitive receptors by 0.2 to 0.3 dB, roughly 0 to 0.1 dB greater than what the LA ART EIR concluded. This incremental increase would not be perceptible to the human ear and result in any new noise impact nor worsen any existing noise impact the LA ART EIR identified.

¹ 59 new roundtrip truck trips divided by 10 days equals 5.9 (rounded up to 6) additional trucks per day for construction of the Modified Pedestrian Bridge.

² Approximately 80 additional truck trips for Additional Park Improvements and 59 additional truck trips for Modified Pedestrian Bridge equals 139 new roundtrip truck trips.