

DRAFT

SIDEWALK REPAIR PROGRAM ENVIRONMENTAL IMPACT REPORT

APPENDICES A THROUGH L

PREPARED FOR:

City of Los Angeles, Department of Public Works, Bureau of Engineering
1149 S. Broadway
Los Angeles, CA 90015
Contact: Shilpa Gupta, MPA, ENV SP

PREPARED BY:

ICF
555 W. 5th Street, Suite 3100
Los Angeles, CA 90013
Contact: Alison Rondone

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Appendix A1

Initial Study

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INITIAL STUDY/ENVIRONMENTAL CHECKLIST

FOR THE

SIDEWALK REPAIR PROGRAM

City of Los Angeles, Department of Public Works
Bureau of Engineering, Environmental Management Group
1149 S. Broadway, Suite 600
Los Angeles, CA 90015
Contact: Shilpa Gupta, Environmental Supervisor I
213-485-4560
Shilpa.Gupta@lacity.org



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Chapter 1

Introduction

The City of Los Angeles Bureau of Engineering (BOE) has prepared this Initial Study (IS) and Environmental Checklist to evaluate the potential environmental impacts associated with the Sidewalk Repair Program (proposed Project).

One of the main objectives of the California Environmental Quality Act (CEQA) is to disclose the potential environmental effects of proposed activities on the public and decision-makers. Under CEQA, BOE as the lead agency has prepared this IS and Environmental Checklist and determined that an environmental impact report (EIR) is needed. CEQA requires that the potential environmental effects of a project be evaluated prior to implementation. This IS includes a discussion of the proposed Project's effects on the existing environment and identifies potential avoidance, minimization, and mitigation measures.

Authority

CEQA was enacted in 1970 and is codified in the California Public Resources Code (Sections 21000 et.al.). The CEQA statute contains detailed rules governing the content of environmental documents and the environmental review process by state and local agencies. The environmental review process provides decision-makers and the public with information regarding environmental effects of a proposed project, identifies means of avoiding environmental damage, and discloses to the public the reasons behind a project's approval even if it leads to environmental impacts. BOE has determined the proposed Project is subject to CEQA, and no exemptions apply.

This IS has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.) and the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.).

Lead, Responsible, and Trustee Agencies

The City of Los Angeles is the lead agency for the proposed Project, pursuant to Section 15367 of the State CEQA Guidelines, because it has the greatest degree of discretion to approve or deny the proposed Project. Approvals of permits include, but are not limited to, those required during final design of public facilities and construction contracts.

In addition to the lead agency, several other agencies have special roles with respect to the proposed Project as responsible or trustee agencies. These agencies will use the EIR once prepared as the basis for their decisions to issue any approvals and/or permits that may be required. Permits and approvals noted in Table 3 are anticipated to be required to implement the proposed Project.

Scope of the Initial Study

This IS evaluates the proposed Project's effects on the following resource areas:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Tribal Cultural Resources
- Utilities and Service Systems
- Mandatory Findings of Significance

Impact Terminology

The following terminology is used to describe each impact's level of significance:

Potentially Significant Impact. This category is only applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less-than-significant level.

Less than Significant After Mitigation Incorporated. This category applies where the incorporation of mitigation measures would reduce an effect from a "Potentially Significant Impact" to a "Less-than-Significant Impact." The lead agency must describe the mitigation measure(s), and briefly explain how it would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

Less-than-Significant Impact. This category is identified when a proposed project would result in impacts below the threshold of significance, and no mitigation measures are required.

No Impact. This category applies when a proposed project would not create an impact in the specific environmental issue area. "No Impact" answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply to the specific project (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., a proposed project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

BOE and other public agencies have identified applicable "thresholds of significance" for certain types of environmental impacts, such as traffic, noise, and air quality impacts. Thresholds of significance for the proposed Project are based on the *City of Los Angeles CEQA Thresholds Guide* (2006), and are identified in this IS where applicable.

Document Format

This IS contains six chapters:

Chapter 1. Introduction. This chapter provides an overview of the proposed Project and the CEQA environmental documentation process.

Chapter 2. Project Description. This chapter provides a detailed description of the proposed Project objectives and components.

Chapter 3. Initial Study Environmental Checklist. This chapter presents the CEQA checklist for all impact areas and mandatory findings of significance.

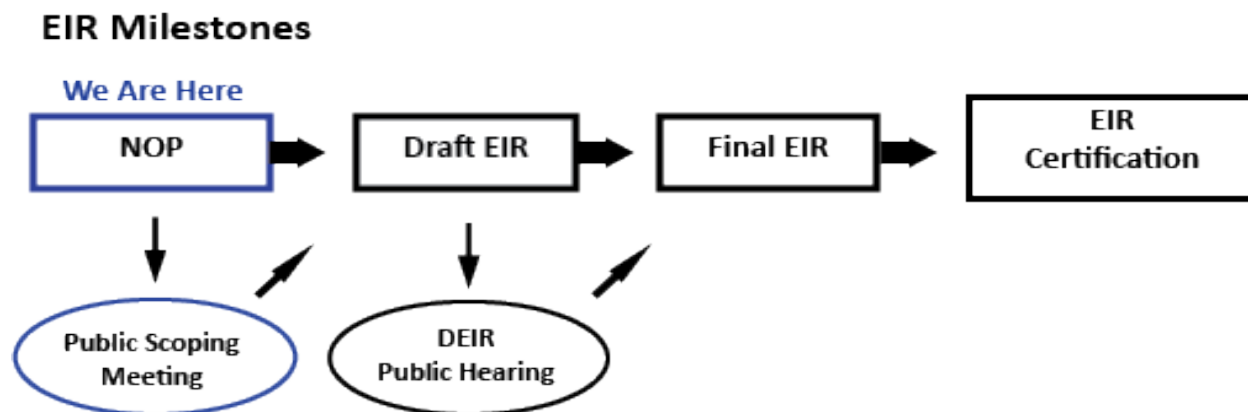
Chapter 4. References. This chapter provides a list of reference materials used during the preparation of the IS.

Chapter 5. Preparers and Contributors. This chapter provides a list of key personnel involved in the preparation of the IS.

Chapter 6. Acronyms and Abbreviations. This chapter provides a list of acronyms and abbreviations used throughout the IS.

CEQA Process and Availability of the Initial Study

EIR Process Overview



The CEQA process is initiated when the lead agency identifies a proposed project. The lead agency then normally prepares an IS to identify the preliminary environmental impacts of the proposed project. This IS determined that the proposed Project could have significant environmental impacts that would require further study and the need to implement mitigation measures. Therefore, the lead agency has decided to prepare an EIR. A Notice of Preparation (NOP) is prepared to notify public agencies and the general public that the lead agency is starting the preparation of an EIR for the proposed Project. The NOP and IS are typically circulated for a 30-day review and comment period. During this review period, the lead agency requests comments from agencies, interested parties, stakeholders, and the general public on the scope and content of the environmental information to be included in the Draft EIR.

After the close of the comment period for the IS, the lead agency will continue the preparation of the Draft EIR and associated technical studies (if any). Once the Draft EIR is complete, a Notice of Availability (NOA) is prepared to inform agencies and the general public of the availability of the document and where the document can be reviewed. The Draft EIR and NOA are typically circulated for a 45-day review period to provide agencies and the general public an opportunity to comment on the adequacy of the analysis and the findings regarding potential environmental impacts of the proposed Project.

After the close of the comment period, responses to all comments received on the Draft EIR are prepared. The lead agency prepares a Final EIR, which incorporates the Draft EIR or revisions to the Draft EIR, Draft EIR comments and list of commenters, and a response to comments discussion. In addition, the lead agency must prepare findings of fact for each significant effect identified, a statement of overriding considerations if there are significant impacts that cannot be mitigated, and a mitigation monitoring and reporting program (MMRP) to ensure that all proposed mitigation measures are implemented.

The Board of Public Works will consider the Final EIR and make a recommendation to the Los Angeles City Council (Council), as the governing body of the City of Los Angeles (City), regarding certification of the Final EIR and proposed Project approval. The Council may certify and approve the Final EIR or may choose to not approve the proposed Project.

During the environmental review and project approval process, people and/or agencies may address the Board of Public Works and Council regarding the proposed Project. Public notification of agenda items for the Board of Public Works are available at:

<http://bpw.lacity.org/Agendas.html>

Council agenda items are posted 72 hours prior to the public meeting. Agendas can be accessed via the internet at the following location:

<http://lacity.org/city-government/elected-official-offices/city-council/council-calendar>.

Alternatively, agendas can be obtained by visiting City Hall:

City Hall
200 North Spring Street
John Ferraro Council Chamber, Room 340
Los Angeles, CA 90012

Within five days of project approval, the BOE will file a Notice of Determination (NOD) with the County Clerk. The NOD will be posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the CEQA approval by the lead agency. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the proposed Project and to issues that were presented to the lead agency by any person in writing during the public review and comment periods regarding the EIR.

Availability of the Initial Study

In accordance with the CEQA statutes and Guidelines, the NOP/IS is being circulated for a minimum of 30 days for public review and comment. The public review period for this NOP/IS is scheduled to begin on July 27, 2017, and will conclude on September 15, 2017. The NOP/IS has been distributed to interested or involved public agencies, organizations, and private individuals for review. The NOP/IS is available online at:

<http://sidewalks.lacity.org/environmental-review-process>

Copies are available for review at 35 library locations, as listed in Appendix A. For example, these locations include:

- San Pedro Regional Library, 931 S. Gaffey Street, San Pedro, CA 90731
- Westwood Branch Library, 1246 Glendon Avenue, Los Angeles, CA 90024
- Los Angeles Central Library, 630 W. 5th Street, Los Angeles, CA 90071
- Encino-Tarzana Branch Library, 18231 Ventura Boulevard, Tarzana, CA 91356

Approximately 630 notices were sent to community residents, stakeholders, and local agencies about the availability of the NOP/IS and the opportunity to attend a public meeting to learn more about the proposed Project and provide comments on the NOP/IS.

Scoping Meetings

Three public scoping meetings will be held to obtain input on the NOP/IS and the scope and contents of the EIR:

- August 9, 2017, 6 p.m.–8 p.m., Ronald F. Deaton Civic Auditorium, 100 W 1st St (Main), Los Angeles, CA 90012
- August 14, 2017, 6 p.m.–8 p.m., Mid-Valley Senior Citizen Center, 8825 Kester Ave, Panorama City, CA 91402
- August 24, 2017, 6 p.m.–8 p.m., Westchester Senior Citizen Center, 8740 Lincoln Boulevard, Los Angeles, CA 90045

During the scoping period, the public has the opportunity to provide written comments on the information contained within this NOP/IS or provide comments at a public meeting. Comments on the NOP/IS and responses to comments will be included in the record and considered by BOE during preparation of the Draft EIR.

In reviewing the NOP/IS, responsible and trustee agencies and interested members of the public should focus on the sufficiency of the document in identifying and analyzing potential proposed Project impacts on the environment, and ways in which the potential significant effects of the proposed Project could be avoided or mitigated. Comments on the NOP/IS should be submitted in writing by **September 15, 2017**. Please submit written comments to:

Shilpa Gupta, Environmental Supervisor I
Los Angeles Bureau of Engineering, Environmental Management Group
1149 S. Broadway, Suite 600, Mail Stop 939
Los Angeles, CA 90015

Written comments may also be sent via email to Shilpa.Gupta@lacity.org. Comments sent via email should include “SRP” in the subject line and a valid mailing address in the email.

If you have any questions regarding the environmental review process for the proposed Project, you can go to:

<http://sidewalks.lacity.org/environmental-review-process>

or contact:

Shilpa Gupta, Environmental Supervisor I
Los Angeles Bureau of Engineering
213.485.4560
Shilpa.Gupta@lacity.org

Introduction and Overview

The proposed Project would repair and upgrade sidewalks and curb ramps throughout the City. Figure 1 shows the proposed Project location. In August 2010, a class action lawsuit between the Willits et al. plaintiff group and the City of Los Angeles addressed the need to repair damaged sidewalks in the City to ensure compliance with the Americans with Disabilities Act (ADA) and the Rehabilitation Act of 1973. In May 2015, the Council approved the *Willits v. City of Los Angeles* Settlement Term Sheet (Settlement), which includes various City actions that provide improved access to persons with mobility disabilities in accordance with local, state, and federal accessibility requirements.

The proposed Project would implement improvements to pedestrian facilities over approximately 30 years. The Settlement defines pedestrian facilities as “any sidewalk, intersection, crosswalk, street, curb, curb ramp, walkway, pedestrian right-of-way (ROW), pedestrian undercrossing, pedestrian overcrossing, or other pedestrian pathway or walkway of any kind that is, in whole or in part, owned, controlled or maintained by or otherwise within the responsibility of the City of Los Angeles.” The broad purpose of the proposed Project is to make City pedestrian facilities compliant with applicable accessibility requirements. Street tree removals and replacements, along with utility relocations may be needed. The City may adopt policies and/or ordinances to assist in the administration of the proposed Project and its objectives.

Project Background

The City maintains approximately 11,000 miles of sidewalks. Conditions of these existing sidewalks vary greatly, as depicted on Figure 2. This figure also documents deteriorating infrastructure and the necessity to comply with applicable accessibility requirements. The City’s Bureau of Street Services (BSS) has historically been responsible for routine sidewalk repairs and maintenance throughout the City. However, the 2010 *Willits v. City of Los Angeles* class action lawsuit prompted the City to accelerate and improve sidewalk repair efforts by developing the Safe Sidewalks LA Program.

In February 2015, the Council instructed BOE to work with various other City departments and utilize the existing City contracts for sidewalk repairs adjacent to City facilities as matter of “urgent necessity” and established BOE as the program manager.

In May 2015, the Council approved the Settlement, and the City Administrative Officer (CAO) released a report that recommended sidewalk repair policies for a City program that (1) is permanent and ongoing, (2) is consistent with the Settlement, (3) shares responsibility for maintenance and repair with adjacent property owners, and (4) ensures accessibility in areas with the most significant safety hazards. The CAO report was prepared in consultation with the various City departments and agencies. According to the CAO report, the City should prioritize sidewalk-related access improvements addressing access barriers and the most significant safety hazards. The City launched Safe Sidewalks LA in 2016 to begin to meet these requirements.

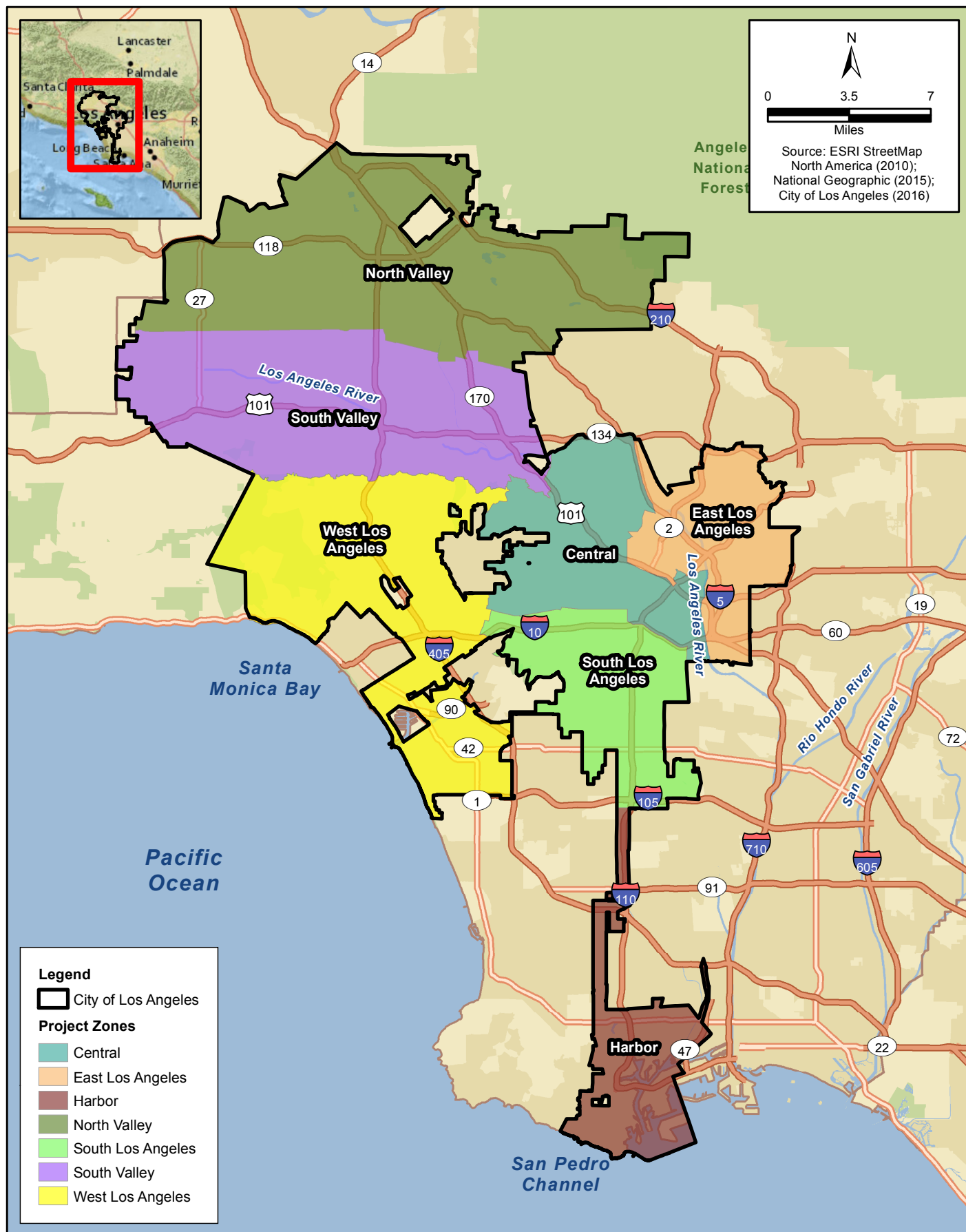


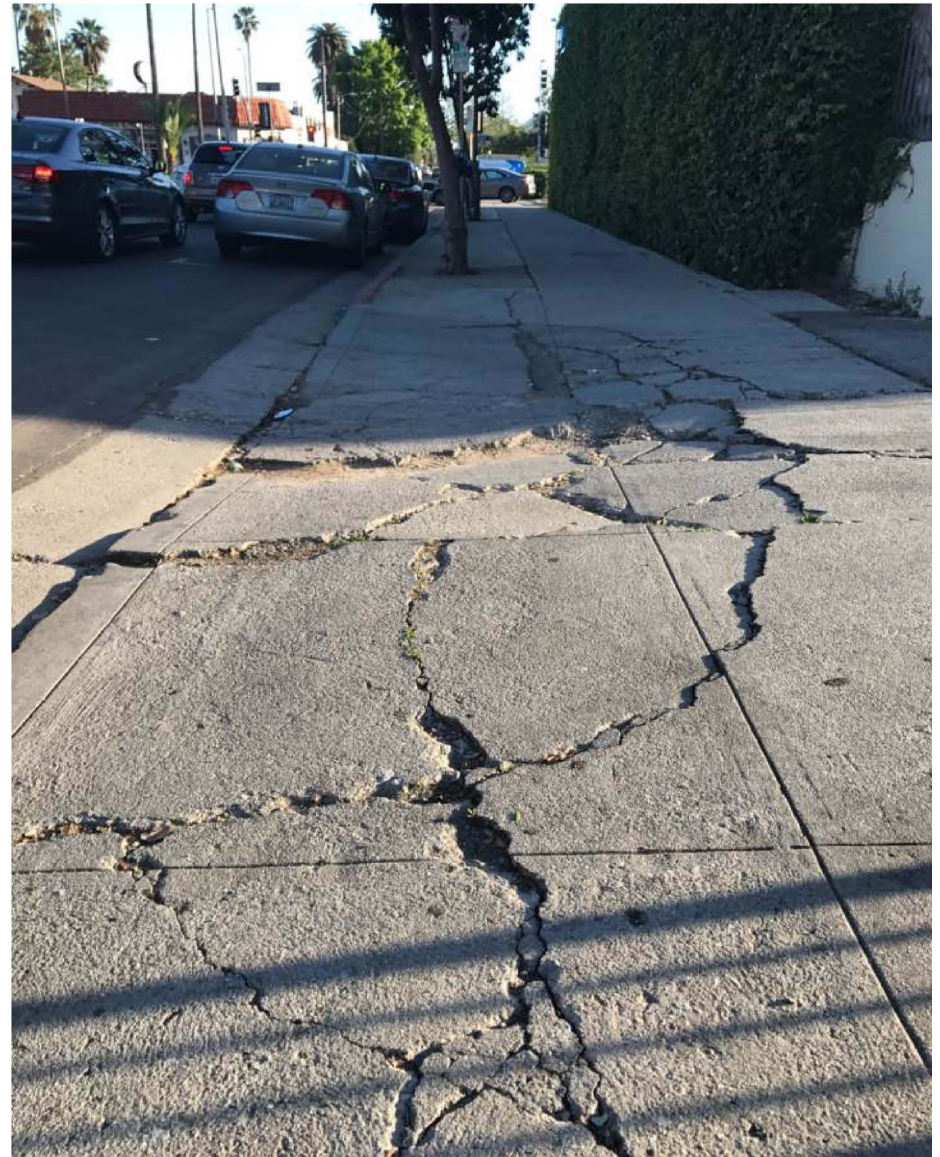
Figure 1
Project Location
Sidewalk Repair Program



Curb Ramp Needed



Uplift



Cracking

Figure 2
Examples of Sidewalk Damage and Access Barriers
Sidewalk Repair Program

However, additional Council approvals, including certification of an EIR in compliance with CEQA, are required to expand current activities and implement Safe Sidewalks LA over the next approximately 30 years. Sections 15300 to 15322 of the State CEQA Guidelines identify classes of projects that are categorically exempt from provisions of CEQA because they do not ordinarily result in a significant effect on the environment. Minor repairs to existing sidewalks typically fit the definition of a Class 1 existing facility identified under Section 15301 (c). As the proposed Project consists of a long-term sidewalk repair program, with an expected consistent level of funding and activities, additional review under CEQA is required to analyze the impact of these activities collectively, over time. The proposed Project will potentially result in the removal of large quantities of mature street trees, as well as temporary street and sidewalk closures during construction activities. The street trees are expected to be replaced at a 2:1 ratio consistent with current City policy (Board of Public Works street tree removal permit process and policy). The Draft EIR will identify the environmental impacts associated with the implementation of Safe Sidewalks LA and recommend appropriate mitigation measures, as necessary.

Safe Sidewalks LA Program

Under California law, property owners are responsible for the repair and maintenance of all sidewalks, driveway approaches, curb returns, and curbs on their property. In 1973, the City voluntarily took over the responsibility to repair and maintain these improvements if the damage was caused by root growth from public street trees. In November 2016, the City adopted an ordinance amending Section 62.104 of the Los Angeles Municipal Code and established a fix and release program. Through the ordinance and fix and release program, responsibility for the repair and maintenance of sidewalks, driveway approaches, curb ramps, and curbs is transferred back to the property owner. The transfer of responsibility occurs after the City inspects the sidewalk for ADA compliance. If the inspection reveals that the sidewalk is non-compliant with the ADA, then the City repairs the sidewalk, to achieve compliance, up to \$20,000 per lot.

Once a sidewalk is repaired and complies with applicable accessibility requirements, BOE issues a Certificate of Sidewalk Compliance. When issued, a 20-year Sidewalk Repair Warranty for residential property and a 5-year warranty for commercial property begins. During the warranty period, the City guarantees a one-time repair of the sidewalk as deemed necessary. However, the Sidewalk Repair Warranty would be waived if the property owner elects to retain a street tree that has been recommended for removal. Repairs to these sidewalks would be the sole responsibility of the property owner.

In general, Safe Sidewalks LA offers three programs for constituents to repair sidewalks: Access Request, Rebate, and Report a Sidewalk Problem. These programs are currently being implemented in an effort to comply with the Settlement and address access barriers.

Ongoing repairs conducted under Safe Sidewalks LA are currently performed adjacent to City facilities and through the Access Request and Rebate programs. These requests are made by constituents and received through the MyLA 311 service request system.

Access Request

Under the Access Request program, individuals with a mobility disability may submit a request to the City for sidewalk repairs due to physical access barriers such as broken sidewalks, missing or broken curb ramps, or other access barriers in the public right-of-way.

Rebate

Under the Rebate program, any residential or commercial property owner may voluntarily undertake sidewalk repair work that meets accessibility requirements, and then receive a rebate in a specified amount. The Rebate Program is intended to accelerate sidewalk repairs in residential and commercial areas and leverage available City funds.

Report a Sidewalk Problem

Under Report a Sidewalk Problem, the general public may report a sidewalk in need of repair.

Prioritization Matrix and Scoring System

As required under the terms of the Settlement in conjunction with criteria set forth by the Council, BOE has developed a sidewalk repair Prioritization Matrix and Scoring System (Prioritization System) to guide implementation of Safe Sidewalks LA. Due to the significant number of requests received for sidewalk repair, the Prioritization System will help to provide clear and objective guidance for prioritizing work. The Prioritization System will not be applicable to the Rebate Program, and it will be presented to Council for consideration.

Project Objectives

The proposed Project is intended to meet the following objectives:

1. Comply with the requirements of the Settlement Agreement, and amend the existing program, as needed, for sidewalk and curb ramp repairs within the City in accordance with applicable accessibility requirements. Street tree removal and replacement, and utility relocation may occur, as necessary, for implementation.
2. Identify criteria for street tree preservation, and removal and replacement requirements where street trees are the cause of sidewalk damage and recommend policies and/or an ordinance related to these criteria to implement the proposed Project.
3. Consider the City's sustainability goals when implementing the Sidewalk Repair Program.

Proposed Project

Proposed Project Activities

The proposed Project would continue, amend, and expand implementation of Safe Sidewalks LA over the next 30 years to meet the provisions of the approved Settlement Agreement. Existing sidewalks and walkways, and gaps of missing sidewalks, would be repaired or replaced under the proposed Project.

Work under the proposed Project may include the following types of improvements to meet applicable accessibility requirements:

- Installation of missing curb ramps.
- Repair of street tree damage to sidewalk or walkway surfaces.

- Upgrades to existing curb ramps.
- Repair of broken and/or uneven pavement in the pedestrian rights of way.
- Repair of vertical or horizontal displacement or upheaval of the sidewalk or crosswalk surfaces.
- Correction of non-compliant cross-slopes in sidewalks or sections of sidewalks.
- Removal of protruding and overhanging objects and/or obstructions.
- Widening of restricted pedestrian rights-of-way when required.
- Providing clearance to the entrances of public bus shelters.
- Repair of excessive gutter slopes at the bottom of curb ramps leading into crosswalks.
- Elimination of curb ramp lips on curb ramps.
- Installation of utility covers.
- Repair of driveways, curb and gutter.
- Street tree preservation, removal, and/or replacement.
- Street tree root pruning and canopy pruning as appropriate.
- Installation of tree wells and other compliant remediation.
- Addressing other non-compliant accessibility conditions, as required.

Proposed Sidewalk Repair Program Ordinance and/or Policy Related to Street Trees

As part of the proposed Project, an ordinance and/or policy could be developed to establish criteria for street tree preservation, and removal and replacement where street trees are the cause of sidewalk damage. A proposed ordinance or policy could guide proposed Project implementation and establish a more efficient approval procedure. The ordinance could set forth ministerial permit requirements for street tree removal and replacement for work conducted under the proposed Project. The City's current practice is to obtain permits for street tree removals when conducting sidewalk repairs. The current Board of Public Works Street Tree Removal Permit Process and Policy (Policy) sets the requirements for replacement, such as ratio, size, and location, and generally requires a 2:1 ratio of street tree replacement within the City. While this replacement ratio is expected to continue for the proposed Project, additional policies related to street tree preservation and replacement may be developed. As the City develops criteria for street tree preservation, and removal and replacement requirements for the proposed Project, the criteria could be reflected in the proposed ordinance and/or modified Policy. Proposed language for a draft Sidewalk Repair Program ordinance or policy related to street trees would be included in the Draft EIR for public and agency review and comment. Table 1 identifies the various environmental resource sections in this Initial Study that discuss street tree preservation, removal, and replacement activities.

Table 1. Initial Study Environmental Resource Areas that Discuss Street Tree Preservation, Removal, and Replacement Activities

Initial Study Environmental Resource Areas	Page Number
I. Aesthetics	3-4
IV. Biological Resources	3-13
V. Cultural Resources	3-18
VII. Greenhouse Gas Emissions	3-24
VIII. Hazards and Hazardous Materials	3-26
IX. Hydrology and Water Resources	3-31
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Typical Construction Scenarios

To quantify the potential environmental impacts associated with the proposed Project, construction scenarios have been created to best describe the type of work that would likely occur at each proposed Project site. It should be noted that the actual construction process and schedule would be determined by the contractor at the time of construction; therefore, the information presented below should be regarded as illustrative of similar typical construction processes. Repairs requiring new ROW or access easements may, be needed to meander around a tree to complete repairs. Additionally, repairs occurring within culturally sensitive areas will be discussed in the Cultural Resource section of the EIR.

The following two prototypical construction scenarios were developed for the purposes of the environmental impact analysis. It is assumed for the purposes of this analysis that each construction scenario would be analyzed by parcel (i.e., each individual property owner) and by block (i.e., several repairs occurring at the same time within a city block). Impacts would be addressed at the local level (parcel/block), as well as aggregated into an annual average expected level of activity. These scenarios are representative of various configurations depending on the conditions of each site. All construction activities may not occur at each proposed Project location. These scenarios represent the range and general durations of the construction activities that may occur. For example, not all sidewalk repairs would involve street tree removals.

Scenario 1: Sidewalk Repair with Curb Ramp Repairs, Street Tree Removals and Replacements, and Minor Utility Work

This scenario represents combinations of the following construction activities:

- Sidewalk repair work, including fixing broken concrete, cracks, uplifts, driveways, curb and gutter, and making required accessibility improvements such as cross slope work.
- Curb ramp repairs or installation.

- Street tree removal and replacement.
- Minor utility work such as utility box adjustments.

Sidewalk Repair

Typical sidewalk repair for sidewalks, driveways, curb and gutter, and curb ramps in any one location typically takes 3–4 days for construction: for example, 1 day for demolition of existing sidewalk; 1 day for grading and formwork; 1 day for construction; and 1 day for cleanup and restoring the parkway. Repairs for an entire block face can take around 2 weeks for a standard 9-person crew. In some instances, soil compaction may be required. The depth of excavation for sidewalks usually would not be greater than 8 inches: 3–4 inches for concrete removal and 4 inches for untreated base material. The depth of excavation at driveways would typically be 12 inches: 6 inches for concrete removal and 6 inches for untreated base material. Construction equipment for sidewalk repair may include standard tools: jackhammer for removing the sidewalk, a concrete truck for delivery, tamper rammer for soil/gravel compaction, and a skid steer and dump truck for existing concrete removal.

Curb Ramp Repairs

Curb ramp repairs may require a similar level of effort and equipment as sidewalk repair. A curb ramp typically takes 3–4 days for construction: 1 day for demolition; 1 day for grading and formwork; 1 day for construction; and 1 day for cleanup and restoring the parkway. Curb ramps could potentially have an impact on pedestrian traffic and may require temporary ramps. Temporary ramps would not damage existing pavement, curbs, or gutters near the proposed work.

Street Tree Removal and Replacement

For street tree removals, required equipment typically includes rigging equipment, rope, chainsaw and gear, saw wenches, wedges and clearing and cleaning tools. Street tree removal vehicles and grinders may be on site for 1–2 days, depending on the number of street trees being removed. The street would not be closed to vehicular traffic, but traffic flagpersons and/or devices would need to be placed during street tree removal in order to protect all vehicles from unforeseen falling debris. Bicycle lanes will likely be merged into traffic lanes if adequate lane width is available. If traffic lane width is not adequate then bicyclists would likely be routed to an adjacent street. Pedestrians would be rerouted to the other side of the street for the entire block in most cases.

For some street tree replacements, Underground Service Alert may be contacted prior to excavation to identify any existing utilities in the planting area. Depending on the location of the existing utilities and the number of plantings to be performed, equipment could include a back hoe, mini excavator, or shovel. A root barrier is recommended to be installed that is 18 inches deep and 10 feet long between the street tree and the sidewalk. The street tree is planted and stakes are typically installed and secured to the street tree. Decomposed granite is often placed in street tree wells and dirt is placed in parkways. New street trees are watered during a 3-year establishment period typically with a water truck.

Minor Utility Work

Minor utility relocations usually are restricted to the relocation of utility laterals that interfere with the construction of city sidewalks, like gas and water service laterals to businesses and homes. The utility relocation typically requires a trench up to 36 inches deep and require mini-excavators,

staging areas for excavated soils, and a tamper rammer for compacting soils. The utility relocation could take 3–4 days. When the concrete is being poured, cement trucks will generally occupy one lane in the ROW. The street will not be closed in most cases, but flagpersons and or devices may need to be placed on both sides of the cement truck in order to control traffic. Bicycle lanes will merge into traffic lanes if adequate lane width is available. If traffic lane width is not adequate then bicyclists will be routed to an adjacent street. Pedestrians could be rerouted to the other side of the street for the entire block. The utility relocation could require an approval from the utility owner that could take 3–6 months for a relocated lateral. As relocation could take several days, plates could be placed over the excavated areas. In addition, coordination would typically be required with the utility company for disconnecting, reconnecting, and recommissioning the new line. If an existing utility lid or cover is damaged or missing, it would be replaced. Coordination of the utility work may be required between the utility owner and construction work personnel.

Staging

Generally, construction staging would likely be placed on the parcel adjacent to the sidewalk improvements (when possible). This may impact adjacent sidewalk areas, and the street in front of the sidewalk improvement area. Traffic control would likely be needed to re-route pedestrians around the sidewalk construction area. A localized, mid-block crossing is not recommended because of the impact on traffic and pedestrian safety. Bicyclists and motor vehicles would either need to be routed away from the curb or to an adjacent block where a sidewalk exists. Private driveways may be closed for up to 1 day, and construction staging areas could occupy 3–4 parking spaces. All lane closures and construction activities adjacent to the ROW may require coordination with the Los Angeles Department of Transportation (LADOT), the Los Angeles Fire Department (LAFD), and the Los Angeles Police Department (LAPD).

Scenario 2: Sidewalk Repair with Curb Ramp Repairs, Crosswalk Repaving, Street Tree Removals and Replacements, and Major Utility Work

This scenario represents combinations of the following construction activities:

- Sidewalk repair work including fixing broken concrete, cracks, uplifts, driveways, curb and gutter, and making required accessibility improvements such as cross slope work.
- Curb ramp repairs or installations.
- Crosswalk Repaving.
- Street tree removals and replacements.
- Major underground and/or overhead utility relocation work.

Sidewalk Repair

Same as Scenario 1 with the potential addition of required coordination between subcontractors due to major utility work in this scenario.

Curb Ramp Repairs

Same as Scenario 1 with the potential addition of required coordination between subcontractors due to major utility work in this scenario.

Crosswalk Repaving

Crosswalk construction may include grinding, paving, and striping to alleviate existing shoving, cracks, or uplifts from curb ramp to curb ramp. Crosswalk construction generally is performed outside of peak travel times, which are typically the morning and afternoon commute period. Curb ramps leading to the crosswalk must be barricaded in a manner that walkways remain accessible. Equipment may include grinders, asphalt pavers, and striping machines.

Street Tree Removal and Replacement

Same as Scenario 1 with the potential addition of required coordination between subcontractors due to major utility work in this scenario.

Major Utility Work

Major utility relocation for overhead lines could be a possibility for a block, from intersection to intersection. This is relevant when overhead poles are placed on a sidewalk that restricts the path of travel to less than 4 feet in width. Depending on the amount of overhead lines on a utility, utility relocation of an overhead line for one parcel could take 1–2 weeks, while removal and replacement of several lines could take approximately 4–5 weeks. Utility relocations may require improvement plans from the utility owner for construction. These utility plans generally take 6–12 months of design work prior to acceptance and issuance from a dry utility company. Construction of the utility relocation may require a minimum of two trucks with bucket loaders for each pole installation, an auger for removal of soils for a new base, and a concrete truck for delivery of structural base concrete. This may require closing one lane of traffic, which could have the same traffic constraints as sidewalk construction. Coordination would be required with the utility company for disconnection and reconnection and recommissioning.

Depending on the type of utility being rerouted, additional trucks and equipment could possibly be required that will take up more space for construction staging and parking areas. Traffic signals may be affected, and coordination will be required with the authorizing agencies, including LADOT. Depending on the time of day and type of utility being relocated, temporary power may be required. For below ground utility relocation, 36- to 76-inch-deep trenching and shoring could be required in the relocation areas. The construction equipment may likely include mini-excavators, four-wheel drive backhoes, shoring equipment, and compactors, as well as a staging area to hold excavated soils. These utilities may require the same traffic control measures as overhead power lines. Plates would have to be placed over the trenching areas during non-working hours.

Catch Basin and Storm Drain Reconstruction

Catch basin and storm drain reconstruction may be necessary for ADA compliant sidewalk repairs. The reconstruction of these structures would require excavation and trenching to a minimum depth of 4–15 feet, depending on the elevation of the outflow pipes and whether full replacement of the structure is required. Additional trucks and equipment, such as excavators, backhoes, shoring equipment, compactors, and additional concrete trucks may be necessary, along with additional staging and parking areas. This work could require an additional 3 to 7 days for cast in place structures.

Staging

Same as Scenario 1 with the potential addition of required coordination between subcontractors due to major utility work in this scenario. As discussed, construction durations may be longer with the additional and more complex work related to this project construction scenario.

Location and Existing Conditions

Location

The City of Los Angeles, located within Los Angeles County, contains 467 square miles or 302,596 acres. Approximately 76 percent (230,337 acres) is developed and 24 percent (72,219 acres) is undeveloped. Land use within the City is primarily residential, as it constitutes 60 percent of all acreage within the City. Public land is the second most common land use, representing 20 percent of acreage within the City, while commercial and industrial land uses each represent 7 percent of acreage within the City.¹ Within these land uses, approximately 15 percent of all land in the City consists of streets.

The City is bordered by the cities of Calabasas, Hidden Hills, and Santa Monica and the Pacific Ocean to the west; the cities of Burbank, Glendale, Pasadena, and the Angeles National Forest to the north; the cities of South Pasadena, Alhambra, Commerce, Vernon, and South Gate to the east; and Compton, Carson, Gardena, Inglewood, Culver City, and El Segundo to the south. In addition, West Hollywood, Beverly Hills, and San Fernando are islands within the City of Los Angeles, and pockets of unincorporated Los Angeles County land lie within and adjacent to the City of Los Angeles.

Existing Conditions

To organize the environmental impact analysis within the proposed Project area, the City has been organized into seven regional project zones that overlap with the boundaries of existing Area Planning Commissions (APCs) within the City: North Valley, South Valley, West Los Angeles, Central Los Angeles, East Los Angeles, South Los Angeles, and Harbor. APCs are used by the City Planning Department to help determine significant planning and land use issues for proposed plans and projects. Details regarding the geographic project zones that correlate with the seven APCs within the City are summarized in Table 2. All data pertaining to each project zone APCs were obtained from the City's Department of City Planning website.²

The project zones range from approximately 33.9 to 126.8 square miles. The City is also divided into 15 Council Districts. In most cases, the project zones contain more than one Council District, and Council Districts are located in more than one project zone, as shown on Figure 3.

¹ Data from the City of Los Angeles website: <http://cityplanning.lacity.org/DRU/StdRpts/StdRptsCw/>

² <http://cityplanning.lacity.org/DRU/LocL/LocRpt.cfm?geo=AP&sgo=CP#>. Accessed: 12/27/2016.

Table 2. Project Zone Summary

Project Zone	Total Area (square miles)	Council Districts	Population	Housing Units
North Valley	126.8	2,3,6,7,12	707,390	203,971
South Valley	97.6	2,3,4,5,6, 12	758,815	288,505
West Los Angeles	90.0	4,5,11	431,348	194,409
Central Los Angeles	48.8	1, 4, 5, 9, 10, 13,14	733,525	291,297
East Los Angeles	37.6	1,4, 13,14	432,611	130,516
South Los Angeles	43.8	1, 8, 9, 10, 15	734,593	218,287
Harbor	33.9	15	205,218	67,000

Source: TAHA 2016

Project Zones

North Valley

The North Valley project zone is located in the northernmost portion of the City and covers approximately 127 square miles. It includes the following communities: Chatsworth-Porter Ranch, Northridge, Granada Hills-Knollwood, Mission Hills-Panorama City-North Hills, Sylmar, Arleta-Pacoima, Sun Valley-La Tuna Canyon, and Sunland-Tujunga-Shadow Hills-Lakeview Terrace-East La Tuna Canyon.

South Valley

The South Valley project zone is located south of the North Valley project zone and covers approximately 98 square miles. It includes the following communities: Canoga Park-West Hills-Winnetka-Woodland Hills, Reseda-West Van Nuys, Encino-Tarzana, Van Nuys-North Sherman Oaks, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass, and North Hollywood-Valley Village.

West Los Angeles

The West Los Angeles project zone is located in the western portion of the City, below the South Valley project zone, covers approximately 90 square miles, and falls within the California Coastal Zone. This project zone includes the following communities: Brentwood-Pacific Palisades, Bel Air-Beverly Crest, Westwood, West Los Angeles, Palms-Mar Vista, Venice, Del Rey, Westchester, Playa Del Rey, and the Los Angeles International Airport (LAX). Street tree removals and replacements in the California Coastal Zone would require approval from the California Coastal Commission and the City.

Central Los Angeles

The Central Los Angeles project zone is located in the central portion of the City and covers approximately 49 square miles. It includes the following communities: Hollywood, Wilshire, Westlake, Central City, and Central North.

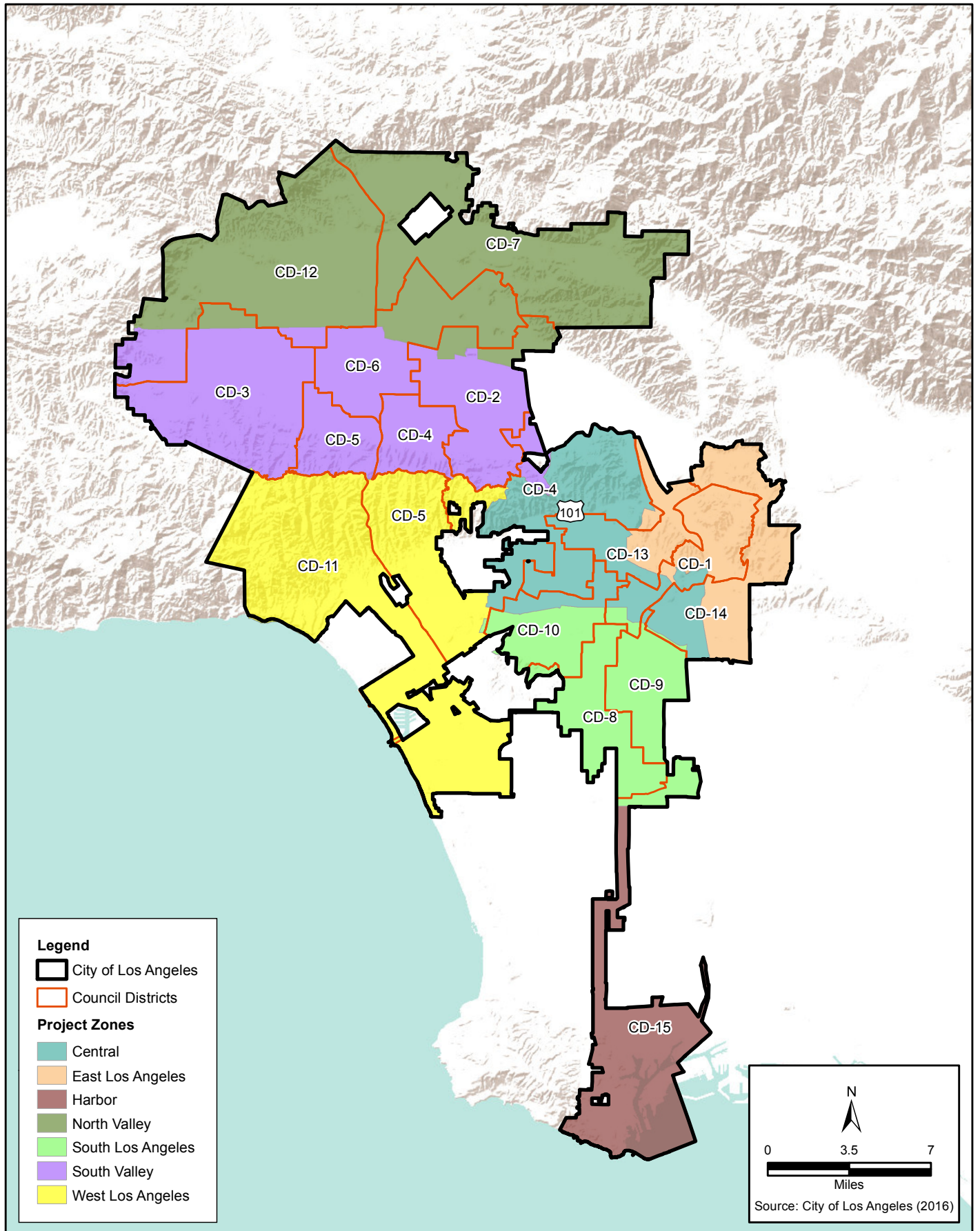


Figure 3
City of Los Angeles Council Districts
Sidewalk Repair Program

East Los Angeles

The East Los Angeles project zone is located east of the Central Los Angeles project zone and covers approximately 38 square miles. It includes the following communities: Silver Lake-Echo Park, Northeast Los Angeles, and Boyle Heights.

South Los Angeles

The South Los Angeles project zone is located south of the Central and East Los Angeles project zones. It covers approximately 44 square miles and includes the following communities: West Adams-Baldwin Hills-Leimert, South Los Angeles, and Southeast Los Angeles.

Harbor

The Harbor project zone is located in the southernmost portion of the City and covers approximately 34 square miles and also falls within the California Coastal Zone. It includes the following communities: Harbor-Gateway, Wilmington-Harbor City, San Pedro, and the Port of Los Angeles. Street tree removals and replacements in the California Coastal Zone would require approval from the California Coastal Commission and the City.

Built Historic Resources

Geographic Information System (GIS) databases of built historic resources are currently available from City sources (Cultural Affairs Department and Department of City Planning). The City has numerous Historic Preservation Overlay Zones (HPOZs), which are governed by certified Historic Resource Surveys and Historic Preservation Plans. HPOZs, commonly known as historic districts, require review of all proposed exterior alterations and additions to historic properties within designated districts. The South Valley project zone does not currently contain any HPOZs. Construction of the proposed Project in historic districts will be discussed further in the Draft EIR.

Permits and Approvals

Table 3 lists the permits and approvals that most likely will be required for the proposed Project. The need for these permits will be verified through agency correspondence during the CEQA process.

Table 3. Anticipated Permits and Approvals for the Sidewalk Repair Program

Agency	Permit/Approval	Issue
Local		
City of Los Angeles, City Council	CEQA document	Certification of the EIR. The EIR will analyze proposed Project activities and expected impacts over the next 30 years.
City of Los Angeles, City Council	Proposed ordinance and/or policy implementing Sidewalk Repair Program street tree criteria	If approved, the proposed ordinance and/or policy could establish criteria for street tree preservation, removal, and replacement where street trees are the cause of sidewalk damage.

Agency	Permit/Approval	Issue
City of Los Angeles, Department of Public Works Bureau of Engineering	Class A Permit	Allows for minor construction work in the public ROW.
City of Los Angeles, Department of Public Works Bureau of Engineering	Class B Permit	Allows for extensive improvements in the public ROW, including street widening and relocation of traffic signals.
City of Los Angeles, Department of Public Works Bureau of Street Services	Street Tree Removal Permit	Permits are needed for street tree removal and replacement and root pruning. This may change for the proposed Project if an ordinance or policy for Sidewalk Repair Program implementation related to street trees is approved.
City of Los Angeles, Department of Public Works Bureau of Engineering	Revocable Permit	Permit is needed for non-standard items (planters, pavers, sculptures, etc.) to remain in the public ROW.
Regional		
Los Angeles Regional Water Quality Control Board (RWQCB)	National Pollutant Discharge Elimination System (NPDES) Construction Stormwater Pollution Prevention Plan permit	Water quality and placement of discharges associated with dewatering activities; no permit required for discharges to sewer (general permit saves time with RWQCB).
State		
California Coastal Commission	Local, and potentially state, coastal development permits	For projects in the coastal zone, access, habitat disturbance, street tree removals, street tree plantings, utility relocations, parking, and traffic during construction could be issues.

Coordinating Plans

There are many existing City policies and plans that will guide implementation of the proposed Project. These include Mobility Plan 2035 (2016), an update to the General Plan's Transportation Element, which incorporates "Complete Streets" principles and lays the policy foundation for the safety and accessibility of pedestrians, cyclists, transit riders, and motorists when interacting with the City's streets. Another important city initiative is Vision Zero, established by Mayor Garcetti's Executive Directive No. 10 (2015), which seeks to reduce traffic fatalities and declares safety to be the number one priority in designing and building streets and sidewalks. The proposed Project would also address the goals of the City sustainability report (The pLAn), for infrastructure. These and other coordinating policies and plans will be discussed further in the EIR.

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Chapter 3

Initial Study Environmental Checklist

1. **Project Title:** Sidewalk Repair Program
2. **Lead Agency Name and Address:** City of Los Angeles, Department of Public Works, Bureau of Engineering
Environmental Management Group
1149 S. Broadway, Suite 600
Los Angeles, CA 90015
3. **Contact Person and Phone Number:** Shilpa Gupta, Environmental Supervisor I
Los Angeles Bureau of Engineering
213-485-4560
shilpa.gupta@lacity.org
4. **Project Location:** City of Los Angeles
5. **Project Sponsor's Name and Address:** City of Los Angeles, Department of Public Works, Bureau of Engineering
6. **General Plan Designation:** Various
7. **Zoning:** Various
8. **Description of Project:**
The proposed Project would include the repair of sidewalks and curbs and associated improvements, which could include street tree removal and replacement, curb ramp improvements, and utility relocations.
9. **Surrounding Land Uses and Setting:**
Various
10. **Other Public Agencies Whose Approval is Required:**
See Table 3.

Environmental Factors Potentially Affected

The environmental factors checked below would potentially be affected by this proposed Project (i.e., the proposed Project would involve at least one impact that is a "Potentially Significant Impact"), as indicated by the checklist on the following pages.

- | | | |
|------------------------------------------------------------------------|---------------------------------------------------------------------|-------------------------------------------------------------|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality |
| <input checked="" type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input checked="" type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities/Service Systems |
| <input checked="" type="checkbox"/> Mandatory Findings of Significance | | |

Determination

On the basis of this initial evaluation:

- ☐ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed Project MAY have an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required.

Signature

Date

Printed Name

For

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level; indirect as well as direct; and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is

substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) is required.

4. “Negative Declaration: Less than Significant with Mitigation Incorporated” applies when the incorporation of mitigation measures has reduced an effect from a “Potentially Significant Impact” to a “Less-than-Significant Impact”. The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level.
5. Earlier analyses may be used if, pursuant to tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [Section 15063(c)(3)(D)]. In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where earlier analyses are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. the significance criteria or threshold, if any, used to evaluate each question; and
 - b. the mitigation measure identified, if any, to reduce the impact to a less-than-significant level.

		Potentially Significant Impact	Less-than- Significant Impact with Mitigation Incorporated	Less-than- Significant Impact	No Impact
I. Aesthetics					
Would the project:					
a.	Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:

a) Have a substantial adverse effect on a scenic vista?

Reference: L.A. CEQA Thresholds Guide (Sections A.1 and A.2); City of Los Angeles General Plan & Community Plans.

Comment: A scenic vista generally provides focal views of objects, settings, or features of visual interest; or panoramic views of large geographic areas of scenic quality, primarily from a given vantage point. A significant impact may occur if the proposed Project either introduced incompatible visual elements within a public field of view containing a scenic vista or substantially altered a view of a scenic vista.

Potentially Significant Impact. The study area (City of Los Angeles) is mostly urbanized and contains a mixture of residential, public facilities, commercial, and industrial land uses (amongst others). The quality of and impacts on views and scenic vistas (unofficial and officially designated) throughout the City are highly dependent on the position, angle, and speed of the viewer (as well as their visual preferences), and their proximity to visual resources and/or other visual elements, such as street trees/vegetation, that enrich their viewshed or create visual interest. Therefore, and because the proposed Project could include street tree removal and replacement (street trees are often considered visual resources) and work in coastal zones and culturally sensitive areas, the potential visual impacts of the prototypical project types/construction scenarios within each project zone will be further analyzed in the EIR using a selection of key viewpoints. In addition, the proposed Project would include changing the permit process for street tree removal, which could include an ordinance and/or policy setting criteria for street tree replacement ratios or specifying species, size, or location of replacement street trees. This issue will be further analyzed in the EIR.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Reference: L.A. CEQA Thresholds Guide (Sections A.1 and A.2); City of Los Angeles General Plan & Community Plans; Venice Local Coastal Program; and California Department of Transportation (Caltrans), California Scenic Highway Mapping System website (http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm). Mobility Plan 2035 Appendix A Inventory of Designated Scenic Highways and Guidelines.

Comment: A significant impact may occur where scenic resources within a state scenic highway would be damaged or removed as a result of the proposed Project.

Potentially Significant Impact. No officially designated state scenic highways traverse the limits of the City. However, within the City, portions of the following roads are considered eligible state scenic highways (not officially designated) and/or historic parkways: US-101, CA-27, US/CA-110, I-210 and State Route (SR-) 1 (Pacific Coast Highway) (Caltrans 2011). In addition, Mobility Plan 2035 identifies designated scenic highways as well as guidelines for development. Because the proposed Project could include street tree removal and replacement (street trees are often considered visual resources) and work in culturally sensitive areas that may contain historic resources that have visual merit, the potential visual impacts of the various prototypical project types/construction scenarios within each project zone will be further analyzed in the EIR.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Reference: L.A. CEQA Thresholds Guide (Sections A.1 and A.2).

Comment: A significant impact may occur if the proposed Project introduced incompatible visual elements to the proposed Project sites or visual elements that would be incompatible with the character of the area surrounding the proposed Project sites.

Potentially Significant Impact. As previously discussed, land uses and topographical forms vary throughout the City. As a result, the visual character of the City varies greatly depending on the proximity to visual resources and/or other visual elements, such as street trees/vegetation, that enrich their viewshed or create visual interest. Therefore, and because the proposed Project could include street tree removal and replacement (street trees are often considered visual resources) and work in coastal zones and culturally sensitive areas that may have unique character or offer high-quality views, the potential visual impacts of the various prototypical project types/construction scenarios within each project zone will be further analyzed in the EIR using a selection of key viewpoints. In addition, the proposed Project would include changing the permit process for street tree removal, which could include an ordinance and/or policy setting criteria for street tree replacement ratios or specifying species, size, or location of replacement street trees. This issue will be further analyzed in the EIR.

d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Reference: L.A. CEQA Thresholds Guide (Section A.4).

Comment: A significant impact would occur if the proposed Project caused a substantial increase in ambient illumination levels beyond the property line or caused new lighting to spill-over onto light-sensitive land uses such as residential, some commercial and institutional uses that require minimum illumination for proper function, and natural areas.

Less-than-Significant Impact. While nighttime construction is not anticipated, there may be rare instances where some possibility of nighttime lighting at the construction sites would occur. In these cases, lighting would be directed downward, and spill light would be minimized to the greatest extent possible in accordance with Los Angeles Municipal Code requirements. Therefore, significant changes in ambient illumination levels as a result of the proposed Project sources during construction are not expected, and construction lighting would not be expected to be a nuisance to nearby residents and businesses. Furthermore, due to the limited duration of the construction period(s), any impacts of this nature would be considered temporary. Other than the occasional and temporary reflection potentially produced by construction vehicle windshields, no glare-producing surfaces would be present on the construction sites. Signage and screening around the construction sites may be made of low-gloss materials and would produce little to no glare.

Operational lighting would include limited security lighting/lamp posts associated with sidewalk repair, as necessary. However, any street light signals and/or poles associated with operation of the proposed Project would relocate or replace existing light sources. Therefore, the proposed Project would not introduce any substantial increases in light above and beyond ambient illumination levels that would result in spill-over effects onto light-sensitive land uses. Similarly, no substantial glare-producing materials would be used in the sidewalk repairs compared to existing conditions. Impacts under construction and operation of the proposed project would be less than significant and this issue will be further analyzed in the EIR.

II. Agricultural and Forestry Resources	Potentially Significant Impact	Less-than- Significant Impact with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<p>In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts on forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project, and forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Reference: California State Department of Conservation Farmland Mapping and Monitoring Program website (<http://www.conservation.ca.gov/dlrp/FMMP/Pages/Index.aspx>); City of Los Angeles General Plan Conservation Element; Zone Information & Map Access System (ZIMAS).

Comment: A significant impact may occur if the proposed Project were to result in the conversion of state-designated agricultural land from agricultural use to a non-agricultural use.

No Impact. According to the *Los Angeles County Important Farmland 2014* map prepared by the California Department of Conservation, the City does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the proposed Project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and no impact would occur. This issue will not be further discussed in the EIR.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

Reference: California State Department of Conservation Farmland Mapping and Monitoring Program website (<http://www.conservation.ca.gov/dlrp/FMMP/Pages/Index.aspx>) and California State Department of Conservation Land Conservation Act (ftp://ftp.consrv.ca.gov/pub/dlrp/wa/LA_12_13_WA.pdf); City of Los Angeles General Plan Conservation Element, ZIMAS.

Comment: A significant impact may occur if the proposed Project were to result in the conversion of land zoned for agricultural use, or indicated under a Williamson Act contract, from agricultural use to a non-agricultural use.

No Impact. According to the LA City Zone Information and Map Access System (ZIMAS), the City contains A1, A2, RA, and PF zones, all of which allow for agricultural uses. The proposed Project would repair curbs and sidewalks, to applicable accessibility requirements, and could remove and replace street trees and utilities in the public ROW. As such, proposed Project activities would take place on built sidewalks, curbs, and public ROWs to restore or improve these areas when compared to their original surface conditions. If Project activities occur adjacent to properties that are zoned A1, A2, RA, or PF, they would not conflict with the zoning, as they would not preclude agricultural uses on these properties. Any temporary construction-period impacts that would occur adjacent to zoned areas that allow agricultural use would not change the underlying zoning such that long-term use of the properties would be affected. Construction and operational activities would not result in the conversion of land zoned for agricultural use. No impact would occur, as the proposed Project would not conflict with zoning for agricultural use.

According to the *Los Angeles County Williamson Act FY 2015/2016* map prepared by the California Department of Conservation, the City does not contain land protected under Williamson Act contract, and no impact related to Williamson Act contracts would occur as a result of implementation of the proposed Project. This issue will not be further discussed in the EIR.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code Section 4526)?

References: City of Los Angeles General Plan Conservation Element

Comment: A significant impact may occur if the proposed Project were to conflict with an existing zoning classification of forest land or timberland, or cause rezoning of an area classified as forest land or timberland.

No Impact. According to the *City of Los Angeles General Plan Conservation Element* the City does not contain zoning for forest land or timber land. Angeles National Forest on the north and Santa Susana Mountains to the northwest are located outside the City's boundaries. Therefore, the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland. No impact would occur. This issue will not be further discussed in the EIR.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

References: City of Los Angeles General Plan Conservation Element

Comment: There are no designated forest land uses in the City of Los Angeles.

No Impact. There are no designated forest land uses in the City of Los Angeles; therefore, no loss of forest land to non-forest use would occur and there would be no impact. This issue will not be further discussed in the EIR.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?

Reference: City of Los Angeles General Plan Conservation Element

Comment: The proposed project would take place within existing urban areas within the public ROW.

No Impact. The proposed Project activities would take place on built sidewalks, curbs, and public ROWs, and would not involve the conversion of farmland to non-agricultural use. As discussed in II.b., if Project activities occur adjacent to properties that have farmland, Project activities would not conflict with the use, as they would not preclude agricultural uses or change the underlying zoning on these properties. There are no existing forest lands or forests as discussed in II.c. As such, no forest land would be converted to non-forest use as a result of Project implementation. No impacts related to the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use would occur as a result of Project implementation. This issue will not be further discussed in the EIR.

III. Air Quality	Potentially Significant Impact	Less-than- Significant Impact with Mitigation Incorporated	Less-than- Significant Impact	No Impact
When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Reference: L.A. CEQA Thresholds Guide (Sections B.1 and B.2); South Coast Air Quality Management District, Final 2012 Air Quality Management Plan, February 2013; City of Los Angeles General Plan.

Comment: A significant impact may occur if the proposed Project would conflict with or obstruct implementation of the applicable air quality plan.

Potentially Significant Impact. The proposed Project is located in the South Coast Air Basin (Basin), which is regulated by the South Coast Air Quality Management District (SCAQMD) under the Clean Air Act. During the construction period, criteria pollutant and toxic air contaminant (TAC) emissions would result from the use of construction equipment and the transport of workers and materials to and from the project sites. Once construction activities are complete, operation of the proposed Project would provide improved sidewalks that would not involve pollutant emissions. No permanent change to vehicle circulation is anticipated following the completion of construction activities, and, therefore, there would be no change in operational emissions from vehicles as a result of the proposed Project. Based on the emissions that would result from construction activities, the proposed Project could have a potentially significant impact related to conflicting with or obstructing implementation of an applicable air quality plan. This issue will be further analyzed in the EIR.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Reference: L.A. CEQA Thresholds Guide (Sections B.1 and B.2); South Coast Air Quality Management District, Final 2012 Air Quality Management Plan, February 2013, CEQA Air Quality Handbook, 1993.

Comment: A significant impact may occur if the proposed Project would violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Potentially Significant Impact. As stated above for III.a, the proposed Project would result in the emissions of criteria and TAC pollutants during the construction period. These emissions may exceed the regional or localized significance thresholds for criteria pollutants established in the SCAQMD *CEQA Air Quality Handbook*. Therefore, the proposed Project could violate air quality standards or contribute substantially to an existing or projected air quality violation, and impacts are considered potentially significant. This issue will be further analyzed in the EIR.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

Reference: L.A. CEQA Thresholds Guide (Sections B.1 and B.2); 2015 State Area Designation Maps (<http://www.arb.ca.gov/desig/adm/adm.htm>).

Comment: A significant impact would occur if the proposed Project's incremental air quality effects are considerable when viewed in connection with the effects of past, present, and reasonably foreseeable future projects.

Potentially Significant Impact. As discussed above in III.a and III.b, proposed Project-related construction activities would emit criteria pollutants (and precursor emissions) for which the Basin is not in attainment under the Clean Air Act. Therefore, the proposed Project could result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including emissions that exceed quantitative thresholds for ozone precursors), and, therefore, impacts may be potentially significant. This issue will be further analyzed in the EIR.

d) Expose sensitive receptors to substantial pollutant concentrations?

Reference: L.A. CEQA Thresholds Guide (Sections B.1, B.2, and B.3).

Comment: A significant impact may occur if construction or operation of the proposed Project generated pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptor locations include residences, board and care facilities, schools, playgrounds, hospitals, parks, childcare centers, and outdoor athletic facilities.

Potentially Significant Impact. Sensitive receptor locations close to the proposed Project sites include residential uses, schools, playgrounds, hospitals, parks, childcare centers, and outdoor athletic facilities that would be adjacent to sidewalk repair sites. Criteria pollutant and TAC emissions would occur during project construction, potentially exposing sensitive receptors to substantial pollutant concentrations. Therefore, the potential for the proposed Project to expose sensitive receptors to substantial pollutant concentrations and result in a potentially significant impact will be further analyzed in the EIR.

e) Create objectionable odors affecting a substantial number of people?

Reference: L.A. CEQA Thresholds Guide (Sections B.1 and B.2).

Comment: A significant impact would occur if the project created objectionable odors during construction or operation that would affect a substantial number of people.

Less-than-Significant Impact. According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment facilities, food processing plants, chemical plants, composting areas, refineries, landfills, dairies, and fiberglass molding facilities. The sidewalks that would be repaired under the proposed Project would be within the public ROW, and would not include any of the land uses associated with odor complaints. During the construction period, some limited odor may result from asphalt paving activities, which may be detectable by people immediately adjacent to work sites. However, asphalt paving would occur for a limited time period at each site, and the locations of paving activities would be distributed throughout the City such that impacts at any particular location would not be substantial. Furthermore, SCAQMD Rule 402 prohibits the discharge of air contaminants that cause nuisance or annoyance to the public, including odors. SCAQMD maintains both a toll-free phone line (1-800-CUT-SMOG) and a web-based platform (<http://www.aqmd.gov/contact/complaints>) for reporting complaints related to air quality, including odors. Given the limited duration and location of asphalt paving, mandatory compliance with SCAQMD Rule 402, and ability for the public to report complaints to SCAQMD, proposed Project-related construction activities would not create a significant level of objectionable odors affecting a substantial number of people. This issue will be further analyzed in the EIR.

IV. Biological Resources	Potentially Significant Impact	Less-than- Significant Impact with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

Reference: L.A. CEQA Thresholds Guide (Section C); City of Los Angeles General Plan.

Comment: A significant impact may occur if the proposed Project would remove or modify habitat for any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the state or federal regulatory agencies cited.

Potentially Significant Impact. The proposed Project sites are located in a highly urbanized area. A query of the California Natural Diversity Database (CNDDDB) and California Native Plant Society (CNPS) databases conducted for the proposed Project sites and surrounding topographic quadrangles indicates that there are 14 plants and 20 listed animals that are either considered threatened and/or endangered under the Federal Endangered Species Act and/or California Endangered Species Act, and an additional 58 animal species considered California Species of Special Concern, that have been recorded and/or are known to occur within the areas queried.

The City contains over 80 communities and distinct neighborhoods. Many of these communities have local community plans and policies. The proposed Project may adversely affect specific species or habitats protected in these plans and policies.

While construction of the proposed Project would occur on paved, previously disturbed surfaces, the work would require the use of construction workers, materials, and machinery. These activities could result in adverse noise effects on sensitive species known to occur adjacent to the work areas. In addition, the proposed Project could remove or prune a large number of street trees with the potential to support nesting birds protected by the Migratory Bird Treaty Act (MBTA) and protected tree-roosting bat species.

Based upon the analysis above, the proposed Project could have a substantial adverse effect, either directly on nesting birds or roosting bats, or through noise impacts on species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS), and, therefore, could result in a significant impact. In addition, the proposed Project would include changing the permit process for street tree removal, which could include an ordinance and/or policy setting criteria for street tree replacement ratios or specifying species, size, or location of replacement street trees. These issues will be further analyzed in the EIR.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Reference: See IV.a above.

Comment: See IV.a above.

Potentially Significant Impact. The proposed Project sites are located in a highly urbanized area. Although the proposed Project sites do not contain sensitive plant communities, habitats, or species, there are adjacent areas designated as Environmentally Sensitive Habitat Areas (ESHA) by the County of Los Angeles, and some repairs may occur adjacent to riparian areas. Direct impacts on sensitive or riparian habitats could occur through sedimentation, erosion, or hazardous materials spills associated with repair work and which may enter adjacent riparian or sensitive habitat area. Implementation of standard construction best management practices (BMPs) may mitigate these effects. Street tree removal may also be inconsistent with ESHA regulations.

The City contains over 80 communities and distinct neighborhoods. Many of these communities have local community plans and policies. The proposed Project may adversely affect specific species or habitats protected in these plans and policies.

The proposed Project sites could be adjacent to, and may adversely affect, riparian habitat or sensitive natural communities identified in these local plans or policies.

Based upon the analysis above, the proposed Project could have a substantial adverse effect on a riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS and result in a significant impact. This issue will be further analyzed in the EIR.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

Reference: L.A. CEQA Thresholds Guide (Section C); City of Los Angeles General Plan

Comment: A significant impact may occur if federally protected wetlands, as defined by Section 404 of the Clean Water Act, would be modified or removed.

Less-than-Significant Impact. The proposed Project sites would be located in a highly urbanized area. Sidewalk repair may also occur adjacent to wetlands and waters of the United States and California, under the jurisdiction of the U.S. Army Corps of Engineers (USACE) and CDFW, respectively. However, the work activities would not involve direct removal, filling, or hydrological interruption to federally protected wetlands. Direct impacts on wetlands could occur through sedimentation, erosion, or hazardous materials spills associated with repair work and which may enter adjacent wetlands. However, implementation of standard construction BMPs would ensure that impacts would remain less than significant. This issue will be further analyzed in the EIR.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

Reference: L.A. CEQA Thresholds Guide (Section C).

Comment: A significant impact may occur if the proposed Project interfered with or removed access to a migratory wildlife corridor or impeded the use of native wildlife nursery sites.

Potentially Significant Impact. A query of the CNDDDB and CNPS databases conducted for the proposed Project sites and surrounding topographic quadrangles indicates that there are several native bat species that may use street trees as day roosts and breeding sites (maternity colonies) and that have been recorded and/or are known to occur within the areas queried. The proposed Project could remove or prune a large number of street trees with the potential to support maternity colonies for native bat species. Street tree pruning or removal also has the potential to directly affect nesting native bird species. Repair activities in the vicinity of bat maternity colonies or nesting birds may also disrupt reproductive activities through noise and disturbance. Sidewalk repair activities would be restricted to paved surfaces and are unlikely to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites for other species beyond tree roosting/breeding bats and tree-nesting birds, as described above.

Based upon the analysis above, the proposed Project could interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Thus, there could be a significant impact. This issue will be further analyzed in the EIR.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Reference: L.A. CEQA Thresholds Guide (Section C); City of Los Angeles General Plan; Venice Community Plan; Venice Local Coastal Program.

Comment: A significant impact may occur if the proposed Project would result in a conflict with local regulations pertaining to biological resources.

Potentially Significant Impact. The proposed Project would include repair work in the California Coastal Zone, which includes the communities of Venice, Playa Del Rey, Pacific Palisades, and San Pedro. These areas are subject to coastal development permit conditions when tree removals are required. Currently, any street tree removals and replacements require approval from the California Coastal Commission, which meets once a month in various locations throughout the state. This process can be time consuming on a tree-by-tree basis. The City may develop a blanket permit within the California coastal zone whereby all street tree removals and replacements performed under the proposed Project and with specific types of sidewalk repairs would obtain approval. This option's feasibility is yet to be determined.

The City's Urban Forestry Division maintains a list of Significant Street Trees. The street trees may be of importance due to their size, species, appearance, growth habits, flowers, or a combination of these characteristics. The proposed Project could conflict with protections afforded to Significant Street Trees.

The City's Protected Tree Ordinance provides protections to specific Southern California native tree species measuring 4 inches or more in cumulative diameter, 4.5 feet above ground level at the base of the tree. The ordinance also affords protections to street trees officially designated as an historical monument or as part of a HPOZ. The proposed Project would be evaluated for consistency with the Protected Tree Ordinance.

Based upon the analysis above, the proposed Project could conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance and result in a potentially significant impact. In addition, the proposed Project would include changing the permit process for street tree removal, which could include an ordinance and/or policy setting criteria for street tree replacement ratios or specifying species, size, or location of replacement street trees. These issues will be further analyzed in the EIR.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Reference: City of Los Angeles General Plan; L.A. CEQA Thresholds Guide (Section C); CDFW: <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>.

Comment: A significant impact may occur if the proposed Project would be inconsistent with the provisions of the adopted local, regional, or state Habitat Conservation Plans (HCPs).

Potentially Significant Impact. As noted above in IV.a, some proposed Project sites may be adjacent to resources identified as ESHAs.

The Rancho Palos Verdes NCCP boundary is located within the southern portion of the proposed Project area, specifically within the San Pedro Community Plan Area. Due to the relatively noninvasive nature of the proposed Project activities, it is unlikely that the proposed Project would

conflict with the Rancho Palos Verdes NCCP. However, certain project prototypes/construction scenarios would require tree removal, utility relocation, new rights-of-way, or easements, and may or may not take place in biologically sensitive areas as identified in the Rancho Palos Verdes NCCP. No other NCCP/HCPs are identified within the proposed Project area.

Based upon the analysis above, the proposed Project could conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state HCP and result in a significant impact. This issue will be further analyzed in the EIR.

V. Cultural Resources	Potentially Significant Impact	Less-than- Significant Impact with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations Section 15064.5?

Reference: L.A. CEQA Thresholds Guide (Section D.3), California Register of Historical Resources.

Comment: A significant impact may result if the proposed Project caused a substantial adverse change to the significance of a historical resource.

Potentially Significant Impact. Sidewalks and California Register of Historical Resources–related landscape components have the potential to be associated features of a historic resource or a collection of historic resources in the City as determined under State CEQA Guidelines, Article 5, Section 15064.5(a). Because the proposed Project would consist of a comprehensive project that would be implemented on a case-by-case basis, there is the potential for sidewalk repair work to impact individual historical resources and contributing elements of HPOZs within the City. The City's Urban Forestry Division maintains a list of Significant Street Trees, which may be of importance due to their size, species, appearance, growth habits, flowers, or a combination of these characteristics. Impacts are potentially significant; therefore, this issue will be further analyzed in the EIR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations Section 15064.5?

Reference: L.A. CEQA Thresholds Guide (Section D.3) and General Plan Framework (EIR Cultural Resources Chapter Figure CR-1)

Comment: Although there are no known archaeological resources in or directly adjacent to the proposed Project area, proposed construction and operation of the proposed Project could result in the exposure or destruction of as yet undiscovered archaeological resources.

Potentially Significant Impact. If any archaeological resources are encountered during construction, the damage to or destruction of the resource would be a potentially significant impact. This issue will be further analyzed in the EIR.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Reference: L.A. CEQA Thresholds Guide (Section D.1); Venice Community Plan; Standard Specification for Public Works Construction (“Greenbook”).

Comment: A significant impact may occur if grading or excavation activities associated with the proposed Project would disturb unique paleontological resources or unique geologic features.

Potentially Significant Impact. Sidewalk repairs in themselves are unlikely to impact paleontological resources; however, related ground-disturbing activities such as utility relocation, street tree removal and replacement, or building of retaining walls have the potential to expose and disturb unique paleontological resources or unique geologic features. For example, major utility relocation excavations can reach depths of 76 inches—more than 6 feet, which can result in excavation into older Pleistocene alluvium; or in hillslope areas, cutting for a retaining wall could take place within exposed fossil-bearing sedimentary bedrock. Because the proposed Project is a comprehensive project that would be implemented throughout the City on a case-by-case basis, there is the potential for sidewalk repair work to impact fossil-bearing sediments or to disturb previously disturbed resources. Although these scenarios are unlikely in most cases, the potential to impact paleontological resources would be considered. This issue will be further analyzed in the EIR.

d) Disturb any human remains, including those interred outside of dedicated cemeteries?

Reference: L.A. CEQA Thresholds Guide (Section D.2); Standard Specification for Public Works Construction (“Greenbook”).

Comment: A significant impact may occur if grading or excavation activities associated with the proposed Project would disturb interred human remains. No known human remains are present on the proposed Project sites or within the immediate vicinity. However, ground disturbance related to development projects have, in the past, resulted in the inadvertent discovery of previously unrecorded human remains.

Potentially Significant Impact. Although not anticipated, human remains could be identified during site preparation and grading activities, which could result in a significant impact. This issue will be further analyzed in the EIR.

VI. Geology and Soils		Potentially Significant Impact	Less-than- Significant Impact with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the project:					
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i.	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii.	Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii.	Seismically related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv.	Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an on-or or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

Reference: L.A. CEQA Thresholds Guide (Section E.1) General Plan Framework EIR Table GS-1.

Comment: A significant impact is not expected even though proposed Project elements are located within a state-designated Alquist-Priolo Zone or other designated fault zone.

Less-than-Significant Impact. The proposed Project would repair curbs and sidewalks at various locations throughout the City. Los Angeles City contains ten faults with mapped surface tracks and four blind or buried thrust faults that could result in seismic activity in Los Angeles. Any exposure of construction personnel to earthquakes would be for a short duration. Standard construction safety protocols would be followed, clear access to ingress emergency purposes would be identified, and use of proper safety gear would be implemented. Furthermore, the proposed Project features would not include the construction of habitable structures, and all the improvements would be conducted under the purview of LADOT, the Los Angeles Department of Public Works (LADPW), the Los Angeles Department of Building and Safety (LADBS), and the Los Angeles Bureau of Street Lighting. The proposed Project would comply with all applicable Occupational Safety and Health Administration (OSHA) safety requirements for worker safety. Thus, impacts would be less than significant. This issue will be further analyzed in the EIR.

ii. Strong seismic ground shaking?

Reference: L.A. CEQA Thresholds Guide (Section E.1) General Plan Framework and EIR Table GS-1.

Comment: A significant impact is expected if proposed Project elements are located within an active seismic area.

Less-than-Significant Impact. Southern California is a seismically active region. The City is located in Seismic Zone 4, which is a designation used in the Uniform Building Code to denote the areas of the highest risk to earthquake ground motion (California Seismic Safety Commission 2005). Due to the nature of the proposed Project construction activities, the proposed Project would require construction personnel on site. However, exposure of construction personnel to strong seismic ground shaking is unlikely and, in the case of an earthquake, would be for a short duration. Furthermore, the proposed Project features would not include the construction of habitable structures, and all the improvements would adhere to LADOT, LADPW, LADBS, and Los Angeles Bureau of Street Lighting requirement standards. The proposed Project would comply with all applicable OSHA safety requirements for worker safety. Thus, impacts would be less than significant. This issue will be further analyzed in the EIR.

iii. Seismically related ground failure, including liquefaction?

Reference: L.A. CEQA Thresholds Guide (Section E.1); NavigateLA (<http://navigatea.lacity.org/navigatea>); General Plan Framework EIR Table GS-1.

Comment: A significant impact is not expected even if proposed elements are located within an area prone to liquefaction.

Less-than-Significant Impact. The possibility of liquefaction occurring is dependent upon the occurrence of a significant earthquake in the vicinity, sufficient groundwater to cause high pore pressures, grain size, plasticity, relative density, and confining pressures of the soils present at the site. Liquefaction usually occurs when the underlying groundwater table is less than 50 feet below ground surface. Proposed improvements would occur throughout the City, and, as such, it is possible that they could occur within an area prone to liquefaction.

Construction activities would require construction personnel to be on site on a limited basis. Any exposure of construction personnel to ground failure, including liquefaction, would be for a short duration. Furthermore, proposed Project features would not include the construction of habitable structures, and all improvements would be conducted under the purview of LADOT, LADPW, LADBS,

and Los Angeles Bureau of Street Lighting. The proposed Project would comply with all applicable OSHA safety requirements for worker safety. Thus, impacts would be less than significant. This issue will be further analyzed in the EIR.

iv. Landslides?

Reference: L.A. CEQA Thresholds Guide (Section E.1). General Plan Framework EIR Geology Section Map, GS-4.

Comment: A significant impact is not expected if proposed Project elements would be located within an area prone to landslides.

Less-than-Significant Impact. As a whole, the City has wide-ranging topography. Proposed improvements are set to occur throughout the City, and, as such, it is possible that they may occur in areas designated as prone to landslides. Landslides can occur wherever there is a sloped undeveloped area. This issue will be further analyzed in the EIR.

Construction activities would require construction personnel to be on site on a limited basis. Any exposure of construction personnel to landslides would be for a short duration. Furthermore, proposed Project features would not include the construction of habitable structures and all improvements would be conducted under the purview of LADOT, LADPW, LADBS, and the Los Angeles Bureau of Street Lighting. The proposed Project would comply with all applicable OSHA safety requirements for worker safety. Thus, impacts would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?

Reference: L.A. CEQA Thresholds Guide (Section E.1). General Plan Framework EIR Geology Section Map, GS-4.

Comment: A significant impact may occur if the proposed Project were to expose large areas of soil to the erosion effects of wind or water.

Less-than-Significant Impact. Construction activities would include street tree root pruning, street tree removal, street tree planting, sidewalk repaving, enlarging street tree wells, relocation of street signs and street lights, and construction of walls, as well as utility relocation. Thus, it is possible that construction activities—such as sidewalk, crosswalk, or curb excavation; street tree removal and replacement; and utility relocation, all of which would all involve excavation and exposure of soils—would expose soils to potential erosion. However, compliance with National Pollutant Discharge Elimination System (NPDES) requirements for soil stabilization and construction BMPs would ensure that any soil erosion would be minimal or nonexistent. Thus, impacts would be less than significant. This issue will be further analyzed in the EIR.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Reference: L.A. CEQA Thresholds Guide (Section E.1).

Comment: A significant impact is not expected if proposed Project elements are located atop an unstable geologic unit or soil.

Less-than-Significant Impact. Proposed improvements would occur throughout the City, and, as such, it is possible that they could occur in unstable geologic or soil areas.

Construction activities would require construction personnel to be on site on a limited basis. Any exposure of construction personnel to unstable soils would be for a short duration. Furthermore, proposed Project features would not include the construction of habitable structures, and all improvements would be conducted under the purview of LADOT, LADPW, LADBS, and the Los Angeles Bureau of Street Lighting. The proposed Project would comply with all applicable OSHA safety requirements for worker safety. Thus, impacts would be less than significant. This issue will be further analyzed in the EIR.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Reference: CEQA Guidelines Appendix G (Section VI).

Comment: A significant impact is not expected if proposed Project elements would be located in areas of expansive soils.

No Impact. Expansive soils generally have a substantial amount of clay, which has a high shrink/swell potential with varying water content, and can compromise the integrity building foundations and other structures in certain circumstances. Because proposed Project improvements would occur throughout the City, it is possible that Project activities could occur in areas containing expansive soils. The proposed Project would not change the underlying presence of expansive soil and would not place new structures on expansive soils, and therefore the potential for impacts related to expansive soils would not change as a result of implementation of the proposed Project. All construction activities would be consistent with City standards, including the City's *Permit & Procedure Manual for Work in the Public Right-Of-Way*, which states that a specified base material may be required where expansive soil is present (Standard Specifications Appendix:1). No creation of substantial risks to life or property would occur as a result of Project implementation, and no impact would occur. This issue will not be further discussed in the EIR.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Reference: CEQA Guidelines Appendix G (Section VI); General Plan Framework EIR Geology Section Map, GS-5; NPDES Construction Stormwater Pollution Prevention Plan permit.

Comment: The proposed Project would not feature the use of septic tanks or alternative wastewater disposal systems.

No Impact. The proposed Project would repair existing sidewalks and curbs and remove and replace street trees and utilities. The work would be on disturbed land and built land with sewers readily available. No septic tanks or alternative wastewater disposal systems would be used or required under the proposed Project. Compliance with NPDES requirements of Los Angeles Regional Water Quality Control Board may require onsite treatment for proper disposal of wastewater. Portable restrooms would be available for construction personnel, thus eliminating the need for septic tanks or other alternative wastewater disposal systems. Therefore, there would be no impact. This issue will not be further discussed in the EIR.

VII. Greenhouse Gas Emissions	Potentially Significant Impact	Less-than- Significant Impact with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Reference: SCAQMD (<http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds>); and CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008.

Comment: There are currently no established quantitative thresholds of significance for GHG emissions on a local, state, or national basis that are applicable to the proposed Project. However, as the City is located within the South Coast Air Basin, the proposed Project is under the local jurisdiction of the SCAQMD. Currently, the SCAQMD has developed a recommended interim threshold for assessing the significance of potential GHG emissions that uses a tiered approach to determining significance. At this time, the interim GHG significance threshold applies only to stationary source/industrial projects for which the SCAQMD may be the lead agency or projects that require air quality permits from the SCAQMD. The preferred significance threshold for GHG emissions from industrial projects is <10,000 metric tons of carbon dioxide equivalent (CO₂e) per year, which includes construction emissions amortized over 30 years and then added to operational GHG emissions. The screening level for significance for residential/commercial projects is 3,000 metric tons of CO₂e per year, which also includes construction emissions amortized over 30 years and then added to operational GHG emissions to determine total project GHG emissions. SCAQMD staff is in the process of determining a final significance threshold for residential and commercial projects. In the absence of an adopted threshold by SCAQMD that is applicable to the proposed Project it is reasonable for the Lead Agency to consider other available thresholds that may be more appropriate to assess potential GHG impacts resulting from the proposed Project. Given that the proposed Project is not a land use development, does not have an operational component, and will only generate temporary construction-related emissions, the use of a screening threshold may be appropriate to determine whether the proposed Project would require further analysis and mitigation with regard to climate change. One of the available screening-level thresholds that can be considered for the proposed Project is the California Air Pollution Control Officers Association's (CAPCOA) recommended screening criteria of 900 metric tons (MT) per year of CO₂e, which is a conservative threshold that has also been referred to in SCAQMD's *Interim GHG Significance Threshold* document. This particular threshold as well as other available screening-level thresholds will be considered in consultation with the Lead Agency for the purpose of evaluating the Project's potential GHG impacts.

Potentially Significant Impact. The sidewalk improvements and street tree/vegetation replacements occurring under the proposed Project will generate GHG emissions from onsite construction equipment use, commute trips by construction workers, and travel to and from the proposed Project sites by haul/delivery trucks. In addition, although the proposed Project does not have an operational component that will generate direct GHG emissions, the tree and/or vegetation removal or trimming associated with the proposed Project would result in the release of GHG emissions. This is because trees and other vegetation act as both carbon sinks (defined as a natural environment that absorbs more CO₂ than it releases) and carbon sources. As a prominent GHG, CO₂ is absorbed from the atmosphere by vegetation, which then releases oxygen (photosynthesis) and retains the carbon. In this capacity vegetation acts as a carbon sink. Trees/vegetation also act as a carbon source when they die and decompose as the carbon that was stored in their biomass is re-released and reacts with the oxygen in the air to form CO₂. Thus, the removal and disposal of the existing street trees/vegetation in the City will emit CO₂ as the plant tissues decay over time. However, replacement of the removed street trees/vegetation with new ones under the proposed Project will provide continued uptake (sequestering) of CO₂ from the atmosphere. It should be noted that the sequestration capacity of vegetation is determined by the area available for vegetation and the types of vegetation installed. Additionally, different types of trees also sequester different amounts of CO₂. Consequently, the amount of carbon sequestration that will occur under the proposed Project may be different than that currently occurring under existing conditions. As part of the analysis for the proposed Project, the total sequestration capacity of the new street trees/vegetation and that of the existing street trees/vegetation will be calculated and compared against each other to determine the net change that would occur from Project implementation. Overall, because construction activities and alterations to street trees and vegetation would occur, the proposed Project could generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The removal and replacement of street trees could also result in an overall reduced canopy within the City, which in turn can contribute to urban heat island effects within the Project study area. Thus, urban heat island issues will also be considered as these are related to the sidewalk surface material as well as the street tree canopy. Furthermore, the proposed Project will include changing the permit process for street tree removal, which could include an ordinance and/or policy setting criteria for street tree replacement ratios or specifying species, size, or location of replacement street trees. These issues will be further analyzed in the EIR.

b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Reference: California Air Resources Board, The California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32), 2006; City of Los Angeles, Green LA – An Action Plan to Lead the Nation in Fighting Global Warming, 2007; City of Los Angeles, Climate LA – Municipal Program Implementing the Green LA Climate Action Plan, 2008.

Comment: A significant impact may occur if the proposed Project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG.

Potentially Significant Impact. As discussed in VII.a, above, GHG emissions would occur as a result of proposed Project construction activities and street tree/vegetation removal. Implementation of the proposed Project could, therefore, result in potentially significant impacts by conflicting with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHG. This issue will be further analyzed in the EIR.

VIII. Hazards and Hazardous Materials	Potentially Significant Impact	Less-than- Significant Impact with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Reference: L.A. CEQA Thresholds Guide (Sections F.1 and F.2)

Comment: A significant impact related to the routine transport, use, or disposal of hazardous materials under the proposed Project is not expected.

Less-than-Significant Impact. The proposed Project would provide repair and upgrades to sidewalks, pavement, curbs, and non-compliant slopes throughout the City. Construction activities associated with the proposed Project would include street tree root pruning, street tree canopy pruning, street tree removal, street tree planting, sidewalk repaving, enlarging street tree wells, relocation of street signs and street lights, construction of walls (under 3 feet), and replacement of utility covers. These activities would occur over the life of the proposed Project (approximately 30 years), during which time routine transport, use, and disposal of hazardous materials to complete these activities such as fuel, solvents, paints, and oils would occur. Such transport, use, and disposal must be compliant with applicable regulations such as the Resource Conservation and Recovery Act (RCRA), Department of Transportation (DOT) Hazardous Materials Regulations, Los Angeles County General Plan goals and policies, and other regulations. Although hazardous materials such as fuel, solvents, paints, and oils would be transported, used, and disposed of during each sidewalk improvement event, these materials are typically used in construction projects and would not represent the transport, use, and disposal of acutely hazardous materials. Furthermore, hazardous waste handled as a result of the proposed Project construction activities is expected to be handled, stored, and disposed of according to applicable regulations. Proposed Project implementation involves sidewalk improvements as described above, and, as such, operation of the proposed Project would not involve transport, use, storage, or disposal of hazardous materials.

Adherence to aforementioned requirements would ensure proper handling and usage of hazardous materials in order to safeguard life and property and would ensure that the transport, use, and disposal of hazardous materials would not create a significant hazard to the public or environment. Therefore, impacts would be less than significant. This issue will be further analyzed in the EIR.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Reference: L.A. CEQA Thresholds Guide (Sections F.1 and F.2)

Comment: A significant impact may occur if proposed Project elements are located on sites with a history of hazardous material releases and, as a result, would potentially create a significant hazard to the public or the environment.

Potentially Significant Impact. Sidewalk improvements conducted under the proposed Project would occur throughout the City and on previously disturbed sites. As such, construction activities could occur on or near sites with a history of hazardous materials releases. Sites with a history of releases have the potential of exposing construction personnel and the surrounding environment to contaminated media and/or soils. This issue will be analyzed further in the EIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Reference: L.A. CEQA Thresholds Guide (Section F.2)

Comment: A significant impact may occur if proposed Project elements are located within 0.25 mile of an existing or proposed school site and handled acutely hazardous materials and/or released toxic emissions, thus posing a hazard.

Potentially Significant Impact. As detailed in Chapter 2, *Project Description*, sidewalk improvements conducted under the proposed Project would occur in numerous locations throughout the City. As such, it is very likely that construction activities could occur adjacent to schools. However, as described in VIII.a, hazardous materials used during construction activities would be used, stored, and disposed of in accordance with applicable federal, state, and local regulations. Furthermore, the small amounts of hazardous materials used during construction activities would be materials typically used in construction equipment and construction sites, and would not include materials classified as acutely hazardous.

Conversely, and as mentioned under VIII.b, it is likely that construction activities could occur near sites with a history of hazardous materials releases. Sites with a history of releases have the potential of exposing the surrounding environment to contaminated media and/or soils, including schools located within 0.25 mile of the proposed Project elements. This issue will be analyzed further in the EIR.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Reference: L.A. CEQA Thresholds Guide (Section F.2)

Comment: A significant impact may occur if proposed Project elements were located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would potentially create a significant hazard to the public or the environment.

Potentially Significant Impact. Sidewalk improvements conducted under the proposed Project would occur throughout the City. As such, it is very likely that construction activities could occur on or near sites listed in a hazardous materials database, including sites listed pursuant to Government Code Section 65962.5. Sites with a history of releases have the potential of exposing construction personnel and the surrounding environment to contaminated media and/or soils. This issue will be analyzed further in the EIR.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

Reference: L.A. CEQA Thresholds Guide (Section F.1); City of Los Angeles General Plan.

Comment: A significant impact is not expected in terms of the proposed Project elements being located within a public airport land use plan area, or within 2 miles of a public airport.

Less-than-Significant Impact. Sidewalk improvements conducted under the proposed Project would occur throughout the City. As such, it is very likely that construction activities could occur in areas within an airport land use plan or within 2 miles of a public airport such as LAX. However, the

proposed Project involves improvement activities such as repair and upgrades to pre-existing sidewalks, pavement, and curbs and does not include structures or skyward features that would interfere with airport activities. Thus, improvements would result in circumstances similar to the existing conditions. Additionally, construction activities associated with sidewalk improvements would be temporary and occur outside airport footprints and, therefore, would not interfere with day-to-day airport operations. Based upon the analysis above, the proposed Project would not result in a safety hazard for people residing or working in locations within an airport land use plan or within 2 miles of a public airport. Therefore, impacts would be less than significant. This issue will be further analyzed in the EIR.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

Reference: L.A. CEQA Thresholds Guide (Section F.1)

Comment: A significant impact is not expected in terms of proposed Project elements being located in the vicinity of a private airstrip.

Less-than-Significant Impact. The analysis under VIII.e also applies to private airstrips. Impacts would be less than significant. This issue will be further analyzed in the EIR.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Reference: L.A. CEQA Thresholds Guide (Section F.1)

Comment: Proposed Project elements are not expected to substantially interfere with roadway operations used in conjunction with an emergency response plan or evacuation plan, nor would they generate sufficient traffic to create traffic congestion that would interfere with the execution of such plans.

Less-than-Significant Impact. During construction, traffic may need to be routed around the construction area, and street parking may be temporarily limited in the area. However, traffic control measures, including traffic signs and traffic cones, would be required. Construction activities would occur in smaller areas and would not result in substantial traffic queuing along any major arterial. Moreover, the proposed Project would not include any characteristics (e.g., permanent road closures, long-term blocking of road access) that would physically impair or otherwise interfere with emergency response or evacuation in the vicinity. The proposed Project would also be required to comply with the City's Fire and Police Departments' emergency access requirements during construction. Based upon the analysis above, the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and, therefore, impacts would be less than significant. This issue will be further analyzed in the EIR.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Reference: L.A. CEQA Thresholds Guide (Section F.1).

Comment: A significant impact is not expected in terms of proposed Project elements being located in wildland areas or adjacent to wildland areas.

Less-than-Significant Impact. Sidewalk improvements conducted under the proposed Project would occur throughout the City. As such, it is possible that construction activities could occur in areas near wildlands. However, the proposed Project would involve improvement activities such as repair and upgrades to pre-existing sidewalks, pavement, and curbs, which would result in circumstances similar to the existing conditions and would not include structures meant for human occupancy. Additionally, construction personnel would be at any given location only for a brief amount of time resulting in a minimal exposure to potential wildfire risks. Based upon the analysis above, the proposed Project would not result in a significant risk of loss, injury or death involving wildland fires. Therefore, impacts would be less than significant. This issue will be further analyzed in the EIR.

	Potentially Significant Impact	Less-than- Significant Impact with Mitigation Incorporated	Less-than- Significant Impact	No Impact
IX. Hydrology and Water Quality				
Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures that would impede or redirect floodflows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

a) Violate any water quality standards or waste discharge requirements?

Reference: L.A. CEQA Thresholds Guide (Section G.2)

Comment: A significant impact may occur if the proposed Project discharged water that did not meet the quality standards of agencies that regulate surface water quality and water discharge into stormwater drainage systems, such as the Los Angeles Regional Water Quality Control Board (RWQCB). These regulations include compliance with the NPDES requirements for Municipal Separate Storm Sewer System (MS4) and Construction General Permits (CGP) requirements to reduce potential water quality impacts.

Less-than-Significant with Mitigation Incorporated. The proposed Project would provide repair and upgrades to sidewalks, pavement, curbs, and non-compliant slopes throughout the City. Construction activities associated with the proposed Project would include street tree root pruning, street tree canopy pruning, street tree removal, street tree planting, sidewalk repaving, enlarging street tree wells, relocation of street signs and street lights, construction of walls (under 3 feet), and replacement of utility covers. During construction activities associated with existing sidewalk removal and excavation, activities could expose soil and temporarily increase the amount of suspended solids (sediment) in sheet flow or runoff into the existing storm drain system. In addition to potential pollutant contributions from exposed soil areas, the delivery, handling, and storage of construction materials and wastes, as well as the use of construction equipment, could introduce a risk for stormwater contamination that could affect water quality. Spills or leaks from heavy equipment and machinery can result in oil and grease contamination. Larger pollutants, such as trash, debris, and organic matter, are also associated with construction activities. Furthermore, concrete used for sidewalk repairs could be a potential source of water quality pollution if any of the material was spilled or deposited on unprotected surfaces. Thus, surface water quality could potentially be temporarily affected by construction activities. The proposed Project is anticipated to replace existing impervious surfaces with new impervious surfaces. However, the amount of impervious surfaces is not anticipated to increase over existing conditions.

The proposed Project collectively would repair over 1 acre of sidewalk throughout the City. However, each individual sidewalk repair section is likely to be less than one acre. In addition, it is anticipated that sidewalk repair would occur in smaller sections throughout the City. As such, the majority of the proposed Project would implement erosion and sediment control BMPs in accordance with the City's MS4 Permit (Order No. R4-2012-0175) for areas under 1 acre. The MS4 Permit includes construction requirements for implementation of minimum construction site BMPs for erosion, sediment, non-stormwater management, and waste management on all construction sites under 1 acre. For any portion of the proposed Project replacing over 1 acre of sidewalk, the proposed Project would be required to comply with the CGP through the State Water Resources Control Board. The CGP and associated NPDES requirements include development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) with associated monitoring and reporting. Stormwater BMPs are required to control erosion, minimize sedimentation, and control stormwater runoff water quality during construction activities. Additional source control BMPs would also be required to prevent contamination of runoff by potentially hazardous materials and eliminate non-stormwater discharges.

Compliance with the minimum construction site BMP requirements in the MS4 Permit or CGP SWPPP that require construction phase BMPs would ensure that construction activities would not degrade the surface water quality of receiving waters to levels below standards considered acceptable by the Los Angeles RWQCB or other regulatory agencies or impair the beneficial uses of the receiving waters. Construction would not result in a violation of any water quality standards or waste discharge requirements, would not provide substantial additional sources of polluted runoff, and would not substantially degrade water quality.

Because the proposed Project would be constructed adjacent to storm drains, the potential exists for construction-phase impacts related to disruption of sediments and sediment-bound pollutants. Although the proposed Project could violate water quality standards or waste discharge requirements, standard regulatory compliance measures and, if necessary, mitigation measures could be implemented to reduce impacts. Therefore, impacts associated with construction would be less than significant with mitigation incorporated. This issue will be further analyzed in the EIR.

Because the proposed Project is considered a maintenance project that is replacing existing sidewalk with new sidewalk (original purpose of facility), MS4 Permit redevelopment requirements do not apply. As a result, no post-construction BMPs or hydromodification requirements are anticipated.

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?**

Reference: L.A. CEQA Thresholds Guide (Sections G.2 and G.3)

Comment: A project would normally have a significant impact on groundwater supplies if it were to result in a demonstrable and sustained reduction of groundwater recharge capacity or change the potable water levels sufficiently that it would reduce the ability of a water utility to use the groundwater basin for public water supplies or storage of imported water, reduce the yields of adjacent wells or well fields, or adversely change the rate or direction of groundwater flow.

No Impact. The existing locations of the proposed Project (sidewalks) are not areas that are used for recharge purposes. Aside from the minor amounts of water used for landscaping for the street trees, the proposed Project would not pump groundwater from the aquifer. Groundwater impacts within the project limits would be less than significant because the proposed Project entails repairing and improving existing sidewalks within the City, an existing urbanized area with impervious surfaces. In addition, the proposed Project would not require the construction of a groundwater well or the use of groundwater supplies, and would not interfere with recharge of a local aquifer. The proposed Project sites are within an established urban community serviced by the Los Angeles Department of Water and Power, the proposed Project does not propose to pump groundwater, and no groundwater dewatering is anticipated. Water needed for the proposed Project would be associated with construction activities and would be obtained from available public or private sources (e.g., water trucks). However, the proposed Project would include street tree removal and street tree planting. The City is responsible for watering and maintaining all street trees for 3 years. Routine watering would increase the amount of water used from current conditions. The street trees located within the sidewalk do provide a permeable area for water to infiltrate into the ground, albeit minor. While these areas can infiltrate water, they do not contribute significantly to groundwater recharge. Further, street trees would be replanted in its place. As such, no impacts on the local aquifer would occur. This issue will not be further discussed in the EIR.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site?

Reference: L.A. CEQA Thresholds Guide (Sections G.1 and G2)

Comment: A significant impact may occur if the proposed Project resulted in a substantial alteration of drainage patterns that caused a substantial increase in erosion or siltation during construction or operation.

Less-than-Significant Impact. Implementation of the proposed Project would not substantially affect the existing drainage pattern of the proposed Project sites. No component of the proposed Project would result in substantial alteration of the existing drainage pattern of the sites. The proposed Project would comply with all applicable BOE and City standards for maintaining slopes with regards to drainage and slopes. The proposed Project sites are currently developed as sidewalks within the City. The City is an urbanized community consisting of pervious and impervious surfaces that would be reconstructed or repaired. The rate and amount of surface runoff is determined by multiple factors, including topography, the amount and intensity of precipitation, the amount of evaporation that occurs in the watershed, and the amount of precipitation and water that infiltrates to the ground. According to the Western Regional Climate Center, average annual rainfall in Los Angeles totals approximately 15 inches, with the highest monthly averages occurring in January and February (about 3 inches per month) (Western Regional Climate Center 2017). No increase in impervious surfaces is anticipated for sidewalk repairs, and, therefore, the proposed Project would not have the potential to result in an increase in erosion potential of downstream receiving water bodies during a rain event compared to existing conditions. Sidewalk repairs and other construction activities would not substantially alter the existing drainage pattern of the sites or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off site. As such, impacts are anticipated to be less than significant. This issue will be further analyzed in the EIR.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site?

Reference: L.A. CEQA Thresholds Guide (Sections G.1)

Comment: A significant impact may occur if the proposed Project resulted in increased runoff volumes during construction or operation that would cause flooding conditions affecting the proposed Project sites or nearby properties.

Potentially Significant Impact. See IX.c. with respect to impacts from construction activities and operation of the proposed Project. Nevertheless, it is possible that removal of street tree canopy, if substantial in a particular location, could affect flooding conditions on the street and result in a faster-than-existing volume of runoff into the storm drain system. This issue will be analyzed further in the EIR. As such, the proposed Project could substantially alter the existing drainage pattern of a site or substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion, siltation, or flooding on or off site. This issue will be further analyzed in the EIR.

e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Reference: L.A. CEQA Thresholds Guide (Section G.2)

Comment: A significant impact may occur if the volume of runoff were to increase to a level that exceeded the capacity of the storm drain system serving a project site. A significant impact may also occur if the proposed Project would substantially increase the probability that polluted runoff would reach the storm drain system.

Less-than-Significant Impact. See the discussion under IX.a and IX.c. While the capacities of the conveyance facilities serving the proposed Project sites are unknown, the proposed Project may result in impervious surfaces that could increase stormwater runoff into the drainage system or provide substantial additional sources of polluted runoff. Standard BMPs and NPDES requirements would reduce impacts to less than significant. This issue will be further analyzed in the EIR.

f) Otherwise substantially degrade water quality?

Reference: Refer to IX.a above.

Comment: Refer to IX.a above.

Less-than-Significant Impact. See discussion under IX.a. The proposed Project would comply with all requirements related to water quality and would not otherwise substantially degrade water quality. Impacts would be less than significant. This issue will be further analyzed in the EIR.

g) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Reference: L.A. CEQA Thresholds Guide (Sections G.1 to G.3); City of Los Angeles General Plan Safety Element.

Comment: A significant impact may occur if the proposed Project were to place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.

No Impact. The Safety Element of the City's General Plan indicates that several portions of the proposed Project area are located within a 100-year flood plain. However, the proposed Project would not include the construction of housing, and, therefore, no impacts would occur. This issue will not be further discussed in the EIR.

h) Place within a 100-year flood hazard area structures that would impede or redirect floodflows?

Reference: L.A. CEQA Thresholds Guide (Sections G.1 and G.3); City of Los Angeles General Plan Safety Element.

Comment: A significant impact may occur if the proposed Project were to place within a 100-year flood hazard area structures that would impede or redirect floodflows.

Less-than-Significant Impact. As noted in IX.g, several portions of the proposed Project sites are located within a 100-year flood plain. Pursuant to the recent California Supreme Court decision in *California Building Industry Association v. Bay Area Air Quality Management District*, CEQA does not require an analysis of how the existing environmental conditions will affect a project's residents or

users unless the project would exacerbate those conditions. Therefore, when discussing impacts of the environment on the proposed Project, such as placing structures within a 100-year flood hazard area that would impede or redirect floodflows, the analysis will first determine if there is a potential for the proposed Project to exacerbate the issue. If evidence indicates it would not, then the analysis will conclude by stating such. If it would potentially exacerbate the issue, then evidence is provided to determine if the exacerbation would or would not be significant. The proposed Project would not impede or redirect floodflows and, as such, would result in a less-than-significant impact. This issue will be further analyzed in the EIR.

i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

Reference: L.A. CEQA Thresholds Guide (Sections E.1 and G.3); City of Los Angeles General Plan, Safety Element.

Comment: A significant impact may occur if the proposed Project were located in an area where a dam or levee could fail, exposing people or structures to significant risk of loss, injury or death.

No Impact. Pursuant to the recent Supreme Court case decision in *California Building Industry Association v. Bay Area Air Quality Management District*, CEQA does not require an analysis of how the existing environmental conditions will affect a project's residents or users unless the project would exacerbate those conditions. Therefore, when discussing impacts of the environment on the proposed Project, such as placing structures within a levee or dam inundation area that would impede or redirect floodflows, the analysis will first determine if there is a potential for the proposed Project to exacerbate the issue. If evidence indicates it would not, then the analysis will conclude by stating such. If it would potentially exacerbate the issue, then evidence is provided to determine if the exacerbation would or would not be significant. Several portions of the proposed Project are located in a levee or dam inundation area. However, the proposed Project is repairing existing sidewalks and curbs located throughout the City and would not expose people or structures to significant risks involving flooding, including flooding as a result of the failure of a levee or dam. No impact would occur. This issue will not be further discussed in the EIR.

j) Contribute to inundation by seiche, tsunami, or mudflow?

Reference: LA CEQA Thresholds Guide (Section E.1); City of Los Angeles General Plan Safety Element; and California Department of Conservation (<http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>)

Comment: A significant impact may occur if the proposed Project would cause or accelerate geologic hazards, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury.

No Impact. Portions of the proposed Project area are located adjacent to the Pacific Ocean. A review of the California Department of Conservation's tsunami regulatory maps and the City's Safety Element indicates that portions of the proposed Project sites are located within a Tsunami Hazard Zone. In addition, the proposed Project is located adjacent to several dams, reservoirs, and large bodies of water (e.g., Baldwin Hills Dam and Van Norman Dam) that may be subject to a seiche. Additionally, there are hillside slopes that could be at risk for mudflow. Pursuant to the recent Supreme Court case decision in *California Building Industry Association v. Bay Area Air Quality Management District*, CEQA does not require an analysis of how the existing environmental conditions will affect a project's residents or users unless the project would exacerbate those

conditions. The proposed Project is repairing existing sidewalks and curbs located throughout the City. The repair and replacement of existing sidewalks would not exacerbate inundation by seiche, tsunami, or mudflow. The proposed Project would not result in a greater risk than currently exists. As such, no impacts would occur. This issue will not be further discussed in the EIR.

	Potentially Significant Impact	Less-than- Significant Impact with Mitigation Incorporated	Less-than- Significant Impact	No Impact
X. Land Use and Planning				
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would the project:

a) Physically divide an established community?

Reference: LA CEQA Thresholds Guide (Section H.2); City of Los Angeles General Plan and Municipal Code; Community Plans.

Comment: A significant impact would occur if the project includes features such as a highway, above-ground infrastructure, or an easement that would cause a permanent disruption to an established community or would otherwise create a physical barrier within an established community.

Less-than-Significant Impact. The proposed Project would include repairs and upgrades to sidewalks, pavement, curbs, and slopes that are not compliant with applicable accessibility requirements throughout the City. As such, proposed Project activities would take place on previously disturbed, urban areas and would result in a minor alteration of land that would restore or improve disturbed areas when compared to their original surface conditions. Under all prototypical project types/construction scenarios, the proposed Project would not include highway work, substantial above-ground infrastructure, or easements that would cause a permanent disruption to an established community or would otherwise create a physical barrier within an established community. Therefore, the proposed Project would not physically divide an established community, and impacts would be less than significant. This issue will be further analyzed in the EIR.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Reference: LA CEQA Thresholds Guide (Sections H.1 and H.2); City of Los Angeles General Plan; ZIMAS.

Comment: A significant impact may occur if the proposed Project were inconsistent with the General Plan, or other applicable plan, or with the site's zoning if designated to avoid or mitigate a significant environmental impact.

Potentially Significant Impact. The proposed Project would occur at various locations throughout the City, governed by its General Plan's Land Use Element, which is made up of 35 distinct community plans. Due to the relatively noninvasive nature of the proposed Project activities, it is unlikely that the proposed Project would conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the proposed Project adopted for the purpose of avoiding or mitigating an environmental effect. However, certain project prototypes/construction scenarios would require tree removal and replacement, utility relocation, new rights-of-way or easements, and may or may not take place in culturally sensitive areas/HPOZs and/or Coastal Zones. Though specific requirements associated with street tree removals would be identified separately, and replacement would occur consistent with the City's replacement ratios, due to the variety of potential land use considerations, land use consistency evaluations should be made on a more thorough case-by-case basis, considering the location of repair work and governing policies at each location (i.e., examinations of land use policies in existing Area Planning Commission areas, relative to each prototypical project types/construction scenarios), to the extent practicable. In addition, the proposed Project would include changing the permit process for street tree removal, which could include an ordinance and/or policy setting criteria for street tree replacement ratios or specifying species, size, or location of replacement street trees. This issue will be further analyzed in the EIR.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

Reference: LA CEQA Thresholds Guide (Sections H.1 and H.2); City of Los Angeles General Plan; Los Angeles County Draft General Plan; Rancho Palos Verdes NCCP/HCP (<https://www.wildlife.ca.gov/Conservation/Planning/NCCP/Plans/Rancho-Palos-Verdes>).

Comment: A significant impact may occur if the proposed Project were located within an area governed by an HCP or NCCP and would conflict with such plan.

Potentially Significant Impact. The Rancho Palos Verdes NCCP boundary is located within the southern portion of the proposed Project area, specifically within the San Pedro Community Plan Area. Due to the relatively noninvasive nature of the proposed Project activities, it is unlikely that the proposed Project would conflict with the Rancho Palos Verdes NCCP. However, certain project prototypes/construction scenarios would require tree removal and replacement, utility relocation, new rights-of-way, or easements, and may or may not take place in biologically sensitive areas as identified in the Rancho Palos Verdes NCCP. No other NCCP/HCPs are identified within the proposed Project area. Therefore, a potentially significant impact could result under all prototypical project types/construction scenarios, and this issue will be further analyzed in the EIR.

XI. Mineral Resources	Potentially Significant Impact	Less-than- Significant Impact with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Reference: L.A. CEQA Thresholds Guide (Section E.4); City of Los Angeles General Plan Conservation Element; California Division of Oil, Gas, and Geothermal Resources (<http://maps.conservation.ca.gov/doggr/#close>); City of Los Angeles 2001: Exhibit A.

Comment: A significant impact may occur if the proposed Project is in an area used or available for extraction of a regionally important mineral resource, if the proposed Project converts a regionally important mineral extraction use to another use, or if the proposed Project affects access to such use.

No Impact. As described in the Conservation Element of the City of Los Angeles General Plan, the California State Geologist classifies areas in which sand, gravel, and oil deposits can be found. The Conservation Element identifies the locations of Mineral Resource Zones (MRZ). MRZ-2 mineral resource zones are areas where sand and gravel extraction has occurred historically, which are in the eastern portion of the San Fernando Valley and around downtown Los Angeles. State-designated oil fields have been identified in the northern portion of the San Fernando Valley, the Mid-City area, near Playa del Rey, and to the north of San Pedro. Because the proposed Project would repair existing sidewalks and curbs and these areas are developed and not used for mineral resource extraction at present, the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impact would occur. This issue will not be further discussed in the EIR.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Reference: Refer to XI.a above.

Comment: Refer to XI.a above.

No Impact. As discussed in XI.a. and the Conservation Element of the City of Los Angeles General Plan, the locations of surface and subsurface mineral resource deposits have been identified in several parts of the City of Los Angeles. The proposed Project would repair existing sidewalks within public rights of way. Because these sidewalks are developed, they are not used as locally-important mineral resource recovery sites at present. Therefore, no impact would occur. This issue will not be discussed further in the EIR.

XII. Noise	Potentially Significant Impact	Less-than- Significant Impact with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the project:				
a. Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Expose persons to or generate excessive ground-borne vibration or ground-borne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Be located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:

a) Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Reference: City of Los Angeles Municipal Code (Chapter IV, Article 1, Section 41.40; Chapter XI).

Comment: A significant impact may occur if the proposed Project were to expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Potentially Significant Impact. Construction activity would involve the use of various noise-generating construction equipment. Even the simplest proposed Project element would likely involve equipment such as a jackhammer, concrete truck, tamper, skid steer, dump truck, stump grinder, and/or reciprocating saw. More complex repairs and street tree removals could require additional equipment such as a chainsaw, bucket loaders, an auger, mini-excavators, backhoes, shoring equipment, and compactor. These types of equipment typically generate maximum noise levels in the range of 76–89 A-weighted decibels (dBA) at a distance of 50 feet. Repair times could range from 2–3 weeks for an entire block with standard nine-man crew, to more than 5 weeks for more complex repairs (such as those involving major utility relocation work). Proposed Project

construction would occur throughout the City, including in residential neighborhoods and adjacent to other potentially noise-sensitive land uses. Based on the high noise levels generated by the proposed construction equipment, coupled with the proximity of sidewalks to the neighboring land uses, the proposed Project could result in exposure of persons to or generation of noise levels in excess of standards established in the general plan or noise ordinance, or applicable standards of other agencies, and, as such, impacts could be potentially significant. This issue will be further analyzed in the EIR. It is possible that some of the construction activity would not be subject to City noise standards based upon exemptions or variances within the code; the applicability of any such exemptions or variances will be investigated further in the EIR.

The proposed Project is not anticipated to generate any significant noise impacts after construction is complete, both because sidewalks are generally passive land uses, and because the new sidewalks would be direct replacements and improvements of the existing sidewalks.

b) Expose persons to or generate excessive ground-borne vibration or ground-borne noise levels?

Reference: L.A. CEQA Thresholds Guide (Section I); City of Los Angeles General Plan; City of Los Angeles Municipal Code.

Comment: A significant impact may occur if the proposed Project were to expose persons to or generate excessive ground-borne vibration or ground-borne noise levels.

Potentially Significant Impact. The proposed Project is not anticipated to use high-impact construction methods such as pile-driving or blasting. Nonetheless, construction equipment such as jackhammers, loaded trucks, augers, heavy earthmoving equipment (excavators, backhoes, etc.), and compactors have the potential to generate perceptible ground-borne vibration at nearby locations. Based on the likely proximity of proposed Project construction activity to homes or other sensitive buildings, the proposed Project could result in exposure of persons to excessive ground-borne vibration or ground-borne noise levels from construction activities, and, as such, impacts could be significant. This issue will be further analyzed in the EIR.

Because there are no operational elements of the proposed Project that would be sources of perceptible vibration, the proposed Project would not generate any ground-borne vibration impacts after construction is complete.

c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Reference: L.A. CEQA Thresholds Guide (Section I).

Comment: A significant impact may occur if the proposed Project were to substantially and permanently increase the ambient noise levels in the proposed Project vicinity above levels existing without the proposed Project.

No Impact. The primary noise source associated with the proposed Project would be construction activity, which would be temporary and not permanent. The proposed Project consists of an infrastructure project and would not introduce population into the City. As noted under VII.a, sidewalks are generally passive land uses that would not generate significant noise levels. Any changes to the sidewalks that would occur as a result of the proposed Project would not change the ambient noise environment in the surrounding community. As a result, the proposed Project would have no impact. This issue will not be discussed in the EIR.

d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Reference: L.A. CEQA Thresholds Guide (Section I); City of Los Angeles Municipal Code.

Comment: A significant impact may occur if the proposed Project were to create a substantial increase in the ambient noise levels on a temporary or periodic basis.

Potentially Significant Impact. The only temporary or periodic noise source associated with the proposed Project would be construction activity. As described in VII.a, construction equipment generates typical maximum noise levels in the range of 76–89 dBA at a distance of 50 feet. Such noise levels have the potential to significantly increase ambient noise levels at nearby noise-sensitive receptors on a temporary or periodic basis, and, as such, impacts could be significant. This issue will be further analyzed in the EIR.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Reference: None.

Comment: A significant impact may occur if the proposed Project would expose people residing or working in the proposed Project area to excessive noise levels due to the proposed Project sites being located within an airport land use plan or within 2 miles of a public airport where such a plan has not been adopted.

Less-than-Significant Impact. The proposed Project would occur at various locations throughout the City, and it is likely that at least some of these locations will be close to one of the region's airports, such as LAX. Specifically, construction activities could occur near airports. However, the proposed Project would not build any permanent structures or directly lead to any new people residing in the proposed Project area. Construction workers working in the vicinity of an airport would use ear protection in compliance with applicable OSHA regulations, which would reduce the exposure to airport noise to less than significant. Furthermore, the proposed Project would not affect airport flight operations or change the associated noise levels. This would be considered a less-than-significant impact. This issue will be further analyzed in the EIR.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Reference: None.

Comment: A significant impact may occur if the proposed Project would expose people residing or working in the proposed Project area to excessive noise levels in the vicinity of a private airstrip.

Less-than-Significant Impact. The proposed Project would occur at various locations throughout the City, and some of these locations may be close to a private airstrip. However, the proposed Project would not build any permanent structures or directly lead to any new people residing in the proposed Project area. Construction workers working in the vicinity of an airstrip would use ear protection in compliance with applicable OSHA regulations, which would reduce the exposure to airstrip noise to less than significant. Furthermore, the proposed Project would not affect airstrip flight operations or change the associated noise levels. This would be considered a less-than-significant impact. This issue will be further analyzed in the EIR.

XIII. Population and Housing	Potentially Significant Impact	Less-than- Significant Impact with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the project:				
a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

Reference: L.A. CEQA Thresholds Guide (Section J.1); Willits v. City of Los Angeles Settlement Term Sheet.

Comment: A significant impact may occur if the proposed Project induced substantial population and housing growth through new development in undeveloped areas or by introducing unplanned infrastructure that was not previously evaluated in the adopted community plan or general plan.

No Impact. The proposed Project would not include housing or commercial development. In addition, proposed Project construction would not indirectly induce growth in the area because the proposed Project would not include the extension of roads or other infrastructure. The proposed Project would provide repairs to curbs and sidewalks to comply with the applicable accessibility requirements and remove and replace street trees and utilities throughout the City. As such, proposed Project activities would take place on previously disturbed, urban areas and would result in a minor alteration of land that would restore or improve disturbed areas when compared to their original surface conditions. Because of the highly specialized nature of most construction projects, workers are likely to be employed on the job site only for as long as their skills are needed to complete a particular phase of the construction process. For that reason, it is reasonable to assume that most construction workers would not relocate their households to work on the proposed Project. Therefore, the proposed Project would not induce substantial population growth either directly or indirectly, and there would be no impacts. This issue will not be further discussed in the EIR.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

Reference: L.A. CEQA Thresholds Guide (Sections J.1 and J.2); Willits v. City of Los Angeles Settlement Term Sheet.

Comment: A significant impact may occur if the proposed Project displaced substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

No Impact. The proposed Project would not displace existing housing and would not necessitate the construction of housing elsewhere because this is an infrastructure project. The proposed Project would not include housing or commercial development. In addition, proposed Project construction would not indirectly induce growth in the area because the proposed Project would not include the extension of roads or other infrastructure. The proposed Project would provide repairs to curbs and sidewalks to comply with the applicable accessibility requirements and remove and replace street trees and utilities throughout the City. As such, proposed Project activities would take place on previously disturbed, urban areas and would result in a minor alteration of land that would restore or improve disturbed areas when compared to their original surface conditions. Therefore, no impacts would occur. This issue will not be further discussed in the EIR.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Reference: See XIII.b above.

Comment: A significant impact may occur if the proposed Project displaced substantial numbers of people, necessitating the construction of replacement housing elsewhere.

No Impact. The proposed Project would not displace substantial numbers of people and would not necessitate the construction of housing elsewhere because this is an infrastructure project. The proposed Project would not include housing or commercial development. In addition, proposed Project construction would not indirectly induce growth in the area because the proposed Project would not include the extension of roads or other infrastructure. The proposed Project would provide repairs to curbs and sidewalks to comply with the applicable accessibility requirements and remove and replace street trees and utilities throughout the City. As such, proposed Project activities would take place on previously disturbed, urban areas and would result in a minor alteration of land that would restore or improve disturbed areas when compared to their original surface conditions. Therefore, no impacts would occur. This issue will not be further discussed in the EIR.

XIV. Public Services	Potentially Significant Impact	Less-than- Significant Impact with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

- a) **Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

i. Fire protection?

Reference: L.A. CEQA Thresholds Guide (Section K.2); City of Los Angeles General Plan Safety Element.

Comment: A significant impact may occur if the proposed Project required the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.

Less-than-Significant Impact. The proposed Project sites are served by various battalions and stations of LAFD throughout the City. The proposed Project would not result in a substantial increase in population and, thus, would not generate a need for new or altered fire protection facilities. Under all prototypical project types/construction scenarios, the proposed Project would be constructed in accordance with all applicable fire codes set forth by the state Fire Marshal and LAFD. Therefore, the proposed Project would not be considered a fire hazard and would not exceed the capacity of LAFD with respect to serving the site or other areas with existing fire protection services. The nearest local fire responders would be notified, as appropriate, of traffic control plans during construction so as to coordinate emergency response routing during construction work. Construction and operation of the proposed Project would not create hazards that would increase the need for fire protection. All construction would require prior coordination with the LAFD to ensure that emergency access is maintained at all times. Therefore, this impact would be less than significant. This issue will be further analyzed in the EIR.

ii. Police protection?

Reference: L.A. CEQA Thresholds Guide (Section K.1); City of Los Angeles General Plan Safety Element.

Comment: A significant impact may occur if the proposed Project were to result in an increase in demand for police services that would exceed the capacity of the police department responsible for serving the site.

Less-than-Significant Impact. The proposed Project sites would be served by various divisions and stations of LAPD throughout the City. Typically, demand for additional police protection is created when there is an increase in the residential, commercial, or industrial population in an area. Under all prototypical project types/construction scenarios, the proposed Project would not require additional police protection beyond what is currently provided throughout its service areas because there would be no population growth associated with the proposed Project. The nearest local police station would be notified, as appropriate, of traffic control plans to coordinate emergency response routing during construction work. During construction, the proposed Project sites and areas would be fenced and screened, nighttime lighting provided, and access controlled to deter theft. Similarly, during proposed Project operation, an increase in calls to police is not anticipated due to the nature of the proposed work, repairing sidewalks. All construction would require prior coordination with LAFD to ensure that emergency access is maintained at all times. Therefore, this impact would be less than significant. This issue will be further analyzed in the EIR.

iii. Schools?

Reference: L.A. CEQA Thresholds Guide (Section K.3).

Comment: A significant impact may occur if the proposed Project included substantial employment or population growth that could generate demand for school facilities that exceeded the capacity of the school district responsible for serving the project site.

No Impact. The proposed Project would not include a housing component, nor would it directly or indirectly generate substantial employment or population growth, which usually results in the need for new schools or additional school population. Therefore, new or physically altered school facilities would not be required. The purpose of the proposed Project is to repair the sidewalks and other pedestrian passageways in urban areas. It does not entail the construction of residential, commercial, or industrial land uses that are normally associated with employment and population growth. Therefore, the proposed Project would not generate demand for school facilities that would exceed the capacity of the school district(s) responsible for serving the project site(s) under all prototypical project types/construction scenarios. Proposed Project construction could, however, potentially re-route pedestrian and vehicle traffic while repairs are being made. During this period of temporary disruption, access to school facilities would be maintained, and construction signage would delineate alternate access routes as necessary. Therefore, no impacts would occur, and this issue will not be further discussed in the EIR.

iv. Parks?

Reference: L.A. CEQA Thresholds Guide (Section K.4).

Comment: A significant impact may occur if the recreation and park services available could not accommodate the population increase resulting from the implementation of the proposed Project and new or physically altered facilities were needed.

No Impact. No new or physically altered government facilities, such as recreation and park services, would be needed to accommodate population increases resulting from the implementation of the proposed Project. The purpose of the proposed Project is to repair the sidewalks and other pedestrian passageways in urban areas. It does not entail the construction of residential, commercial, or industrial land uses that are normally associated with such impacts. Therefore, it would not lead to an increase in population, nor would it induce growth or strain park services through direct or indirect means under all prototypical project types/construction scenarios. Proposed Project construction could, however, potentially re-route pedestrian and vehicle traffic while repairs are being made. During this period of temporary disruption, access to park and recreational facilities would be maintained, and construction signage would delineate alternate access routes as necessary. Therefore, no impacts would occur, and this issue will not be further discussed in the EIR.

v. Other public facilities?

Reference: None applicable.

Comment: A significant impact would occur if the proposed Project results in the need for new or altered public facilities, such as libraries, due to population or housing growth.

No impact. Typically, demand for new or altered public facilities such as libraries is created when there is an increase in the residential population in an area. The proposed Project would not result in an increase of residential units, nor would it contribute to overall population or housing growth under all prototypical project types/construction scenarios. Thus, the proposed Project would not result in the need for new or altered public facilities, such as libraries. No other facilities would be constructed or operated as a result of this proposed Project. No impacts would occur, and this issue will not be further discussed in the EIR.

XV. Recreation	Potentially Significant Impact	Less-than- Significant Impact with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the project:				
a. Increase 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

a) Increase 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?

Reference: L.A. CEQA Thresholds Guide (Section K.4); City of Los Angeles, Department of Parks and Recreation (<http://www.laparks.org/departments/who-we-are>).

Comment: A significant impact may occur if the proposed Project included substantial employment or population growth that generated demand for public park facilities that exceed the capacity of existing parks or that substantially affected the level or service of existing park facilities.

No Impact. The City of Los Angeles contains 444 park sites with athletic fields, playgrounds, tennis courts, recreation centers, fitness areas, swimming pools and aquatic centers, senior centers, skate parks, golf courses, museums, and dog parks. Implementation of existing sidewalk and curb repair, and removal and replacement of street trees and utilities would not generate demand for public park facilities that would exceed the capacity of existing parks and recreational facilities. There would be no introduction of new population or housing in the City as a result of the proposed Project. It would not induce growth and would not strain park services through direct or indirect means under all prototypical project types/construction scenarios. Therefore, no impacts would occur, and this issue will not be further discussed in the EIR.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Reference: None.

Comment: A significant impact may occur if the proposed Project would require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

No Impact. The City of Los Angeles contains 444 park sites. The proposed Project would not include recreational facilities, nor would it require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. The only areas that would be affected by the proposed Project would be sidewalks surrounding the recreational facilities. Proposed Project activities would take place on previously disturbed areas, would be temporary in duration, and would result in a minor alteration of land that would restore or improve disturbed areas when compared to their original surface conditions. Therefore, no impacts would occur, and this issue will not be further discussed in the EIR.

XVI. Transportation/Traffic	Potentially Significant Impact	Less-than- Significant Impact with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the project:				
a. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to, level-of-service standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would the project:

- a) **Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

Reference: L.A. CEQA Thresholds Guide (Section L).

Comment: A project would have a significant traffic impact if the traffic volume to roadway capacity ratio (V/C) is increased, as follows:

- V/C ratio increase >0.080 if final Level of Service (LOS) is C.
- V/C ratio increase >0.040 if final LOS is D.
- V/C ratio increase >0.020 if final LOS is E or F.

“Final LOS” is defined as projected future conditions including project, ambient, and related project growth but without project traffic mitigation.

Potentially Significant Impact. During the course of construction activities, work zones would be established within and adjacent to existing roadways, potentially requiring lane or parking zone closures for approximately 2–3 weeks or more than 5 weeks. Temporary signage, traffic cones, fencing, and barriers would be placed where needed during the construction period. In addition, staging areas and work zones could displace existing parking at various locations (e.g., schools and roadways). Following construction activities, sidewalks would be repaired, and there would be no proposed Project-related adverse effects on roadway operations. The potential for construction activities to conflict with the performance of existing public transit, bicycle, or pedestrian facilities will be further evaluated in the EIR. In addition, the proposed Project would include changing the permit process for street tree removal, which could include an ordinance and/or policy setting criteria for street tree replacement ratios or specifying species, size, or location of replacement street trees. This issue will be further analyzed in the EIR.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Reference: L.A. CEQA Thresholds Guide (Section L).

Comment: A significant impact may occur if the proposed Project conflicts with the 2010 Los Angeles County Metropolitan Transportation Authority Congestion Management Program.

Potentially Significant Impact. As described in XVI.a, the proposed Project could disrupt traffic and conflict with congestion management plans or existing level-of-service standards during construction period, as temporary lane or parking zone closures could be required. The potential for the proposed Project to conflict with congestion management plans or level-of-service standards related to the circulation system will be further analyzed in the EIR.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?

Reference: L.A. CEQA Thresholds Guide (Section L).

Comment: A significant impact may occur if the proposed Project results in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks.

Less-than-Significant Impact. The proposed Project would involve repairing sidewalks and would therefore not result in a change in air traffic patterns. Construction activities may occur in areas within airport influence areas, but would not be adjacent to existing runways such that an alteration of air traffic patterns would occur. Therefore, this impact would be less than significant, and this issue will be further analyzed in the EIR.

d) Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Reference: L.A. CEQA Thresholds Guide (Section L.5).

Comment: A significant impact may occur if the proposed Project substantially increased road hazards due to a design feature or incompatible uses.

Less-than-Significant Impact. During the construction period, work zones would be established within and adjacent to roadways and would include heavy machinery, handheld equipment, and street tree/vegetation removal activities; and lane and parking zone closures could be required for

some work zones. Following the construction period, no adverse operational effects related to traffic hazards would occur. The proposed Project sites would be compliant with applicable accessibility requirements, which would reduce design hazards and improve intersection functionality and safety. Therefore, there would be a less-than-significant impact, and this issue will be further analyzed in the EIR.

e) Result in inadequate emergency access?

Reference: L.A. CEQA Thresholds Guide (Section L.5 and L.8).

Comment: A significant impact may occur if the proposed Project resulted in inadequate emergency access.

Less-than-Significant Impact. During the construction period, parking zone and lane closures could be required to accommodate work zones and the use of equipment. Both parking zone and lane closures could affect access to roadways that are used by emergency providers. Construction activities could result in the temporary disruption of existing roads. Disruption of traffic during the construction period has the potential to delay fire personnel, police, or other first responders and possibly to increase response times. All construction would require prior coordination with the LAFD to ensure that emergency access is maintained at all times. Therefore, there would be a less-than-significant impact, and this issue will be further analyzed in the EIR.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Reference: L.A. CEQA Thresholds Guide (Section L).

Comment: A significant impact may occur if the proposed Project were to conflict with adopted policies, plans, or programs supporting alternative transportation.

Potentially Significant Impact. Construction activities would take place along roadways that are designated as bus corridors. Buses could be delayed if lanes are needed to provide space for work zones. Bus stops may be temporarily relocated in consideration of the locations of the work zones. Sidewalk closures and work zones would also temporarily preclude the use of sidewalks by pedestrians, and temporary detours would be provided until construction is complete. Following the construction period, the proposed Project would improve sidewalks for pedestrians and transit users, and no adverse effects would occur. Discussion of replacement of non-conforming (relative to Mobility 2035) facilities will be addressed in the EIR. The potential for the proposed Project construction activities to conflict with applicable plans, ordinances, or policies related to the circulation system will be further analyzed in the EIR.

	Potentially Significant Impact	Less-than- Significant Impact with Mitigation Incorporated	Less-than- Significant Impact	No Impact
XVII. Tribal Cultural Resources				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would the project:

- a) Cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?**

Comment: A significant impact may result if the proposed Project caused a substantial adverse change to the significance of a tribal cultural resource.

Potentially Significant Impact. It is likely that there are tribal cultural resources in the proposed Project area. Also, previously unknown tribal cultural resources may be discovered as a result of Native American consultation or during proposed Project-related ground disturbance. If resources are found, construction work would be stopped and an assessment of the resources would be required. This issue will be further analyzed in the EIR.

- b) Cause a substantial adverse change in a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

Comment: A significant impact may result if the proposed Project caused a substantial adverse change to the significance of a tribal cultural resource.

Potentially Significant Impact. See discussion for XVII.a above. This issue will be further analyzed in the EIR.

XVIII. Utilities and Service Systems	Potentially Significant Impact	Less-than- Significant Impact with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Reference: L.A. CEQA Thresholds Guide (Section M.2)

Comment: A significant impact would occur if the proposed Project discharges wastewater that would exceed the regulatory limits established by the Los Angeles RWQCB.

Less-than-Significant Impact. The proposed Project would provide repairs and upgrades to sidewalks, pavement, curbs, and slopes that are non-compliant with the applicable accessibility requirements throughout the City. Required construction activities would include excavation of existing sidewalks, grading, construction of the repaired portions of sidewalks, and cleanup of construction sites. Construction activities related to excavation and grading are expected to produce negligible amounts of wastewater. Construction workers

would be expected to follow standard BMPs, which would reduce any construction-related wastewater impacts. Impacts would be less than significant, and this issue will be further analyzed in the EIR.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Reference: L.A. CEQA Thresholds Guide (Sections M.1 and M.2)

Comment: A significant impact may occur if the proposed Project resulted in the need for new construction or expansion of water or wastewater treatment facilities that could result in an adverse environmental effect that could not be mitigated.

Less-than-Significant Impact. See XVIII.a. The proposed Project would provide repair and upgrades to sidewalks, pavement, curbs, and non-compliant slopes throughout the City. Construction activities associated with the proposed Project would include street tree root pruning, street tree canopy pruning, street tree removal, street tree planting, sidewalk repaving, enlarging street tree wells, relocation of street signs and street lights, construction of walls (under 3 feet), and replacement of utility covers. These activities would occur over the life of the proposed Project (approximately 30 years), during which time watering of the site or wastewater may be discharged from the construction areas. Such wastewater discharges must be compliant with applicable regulations such as the City's MS4 Permit (Order No. R4-2012-0175) for areas under 1 acre, and, for any portion of the proposed Project replacing over 1 acre of sidewalk, the proposed Project would be required to comply with the CGP through the State Water Resources Control Board. The CGP and associated NPDES requirements include development and implementation of a SWPPP with associated monitoring and reporting. Stormwater BMPs are required to control erosion, minimize sedimentation, and control stormwater runoff water quality during construction activities. The EIR will discuss the proposed Project water and wastewater requirements. Furthermore, construction workers would be expected to follow BMPs, which would reduce any construction-related wastewater impacts. It is not anticipated that the proposed Project would require the construction of new water or wastewater treatment facilities or expansion of existing facilities. In addition, the proposed Project would include changing the permit process for street tree removal, which could include an ordinance and/or policy setting criteria for street tree replacement ratios or specifying species, size, or location of replacement street trees. This issue will be further analyzed in the EIR.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Reference: L.A. CEQA Thresholds Guide (Section M.2).

Comment: A significant impact may occur if the volume of stormwater runoff from the proposed Project increases to a level exceeding the capacity of the storm drain system serving a proposed Project site.

Potentially Significant Impact. The proposed Project would provide repairs to curbs and sidewalks to comply with the applicable accessibility requirements, and would remove and replace street trees and utilities throughout the City. These repairs could include curb and gutters, curb ramps, and utility relocation. In some cases, repairs and upgrades of existing sidewalks may require the partial reconfiguration of existing stormwater drainage facilities. Compliance with the minimum construction site BMP requirements in the MS4 Permit, or the CGP SWPPP that require construction

phase BMPs would ensure that construction activities would not degrade the surface water quality of receiving waters to levels below standards considered acceptable by the Los Angeles RWQCB or other regulatory agencies or impair the beneficial uses of receiving waters. The proposed Project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities. As such, proposed Project activities would take place on previously disturbed, urban areas and would result in land that would restore or improve disturbed areas when compared to their original surface conditions. This issue will be further analyzed in the EIR.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Reference: L.A. CEQA Thresholds Guide (Section M.1).

Comment: A significant impact may occur if the proposed Project's water demands would exceed the existing water supplies that serve the site.

Potentially Significant Impact. The proposed Project would provide repairs and upgrades to sidewalks, pavement, curbs, and slopes that are non-compliant with the applicable accessibility requirements throughout the City. Required construction activities would include excavation of existing sidewalks, grading, construction of the repaired portions of sidewalks, and cleanup of construction sites. Water would be used during concrete work, grading, dust suppression, and other construction activities. Water would also be required to establish new street trees during the first 3 years after planting. The City usually provides watering of the street trees from a water truck. The water uses described above could result in a substantial permanent increase in water consumption, and this issue will be discussed in the EIR. In addition, the proposed Project would include changing the permit process for street tree removal, which could include an ordinance and/or policy setting criteria for street tree replacement ratios or specifying species, size, or location of replacement street trees. This issue will be further analyzed in the EIR.

e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Reference: L.A. CEQA Thresholds Guide (Section M.2).

Comment: A significant impact may occur if the proposed Project results in a determination by the wastewater treatment provider that serves or may serve the proposed Project that it does not have adequate capacity to serve the proposed Project's projected demand in addition to the provider's existing commitments.

Less-than-Significant Impact. See XVIII.a. LA Sanitation (LASAN) is the wastewater treatment provider for the City. The proposed Project would produce negligible amounts of wastewater for each sidewalk project. Furthermore, construction workers would be expected to follow standard BMPs, which would reduce any construction-related wastewater impacts. Therefore, LASAN would have adequate capacity to serve the proposed Project's projected demand in addition to LASAN existing commitments. Impacts would be less than significant, and this issue will be further analyzed in the EIR.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Reference: L.A. CEQA Thresholds Guide (Section M.3); California Department of Resources Recycling and Recovery (2010), Solid Waste Information System (<http://www.calrecycle.ca.gov/SWFacilities/Directory/>); City of Los Angeles Solid Waste Integrated Resources Plan (<http://www.zerowaste.lacity.org>) and LASAN (http://www.lacitysan.org/solid_resources/recycling); California Integrated Waste Management Act of 1989 (Assembly Bill 939).

Comment: The management of solid waste in the City involves public and private refuse collection services as well as public and private operation of solid waste transfer, resource recovery, and disposal facilities. A significant impact would occur if the proposed Project results in solid waste generation of 5 tons or more per week.

Potentially Significant Impact. The proposed Project would provide repairs and upgrades to sidewalks, pavement, curbs, and slopes that are non-compliant with the applicable accessibility requirements throughout the City. Excavation of existing sidewalks, curbs, and other public ROW improvements would result in solid waste that would need proper disposal and that could require disposal as hazardous waste. Proposed sidewalk repair would occur over a 30-year time period, and substantial amounts of reconstruction would be occurring simultaneously throughout the City as a result of the proposed Project. In addition, on March 5, 2010, Council approved Council File 09-3029 pertaining to a Citywide Construction and Demolition (C and D) Waste Recycling Ordinance that requires all mixed C and D waste generated within City limits be taken to City-certified C and D waste processors. LASAN is responsible for the C and D waste recycling policy. The Zero Waste Progress Report 2013 conducted by the UCLA Engineering Extension's Municipal Solid Waste Management Program reported that the City has achieved a recycling rate of 76.4 percent. An additional survey conducted by the UCLA Engineering Extension reported that the City has the highest recycling rate out of the 10 largest U.S. cities. All construction projects are subject to the City's requirements for construction waste recycling. The proposed Project would result in large amounts of sidewalk, curb, and gutter waste, some of which could be classified as hazardous waste. This issue will be further analyzed in the EIR.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Reference: L.A. CEQA Thresholds Guide (Section M.3)

Comment: A significant impact may occur if the proposed Project would generate solid waste that was in excess of or was not disposed of in accordance with applicable regulations.

Less-than-Significant Impact. The proposed Project would provide repairs and upgrades to sidewalks, pavement, curbs, and slopes that are non-compliant with the applicable accessibility requirements throughout the City. Disposal of all solid waste generated by the proposed Project would comply with federal, state, and local statutes and regulations related to solid waste. Disposal of hazardous waste must be compliant with applicable regulations such as the Resource Conservation and Recovery Act (RCRA), DOT Hazardous Materials Regulations, and Los Angeles County General Plan goals and policies. The Citywide Construction and Demolition (C and D) Waste Recycling Ordinance requires all mixed C and D waste generated within City limits be taken to City-certified C and D waste processors. Construction waste would be disposed of in compliance with applicable regulations. Therefore, impacts would be less than significant in terms of the proposed Project's compliance with federal, state, and local statutes and regulations, and this issue will be further analyzed in the EIR.

		Potentially Significant Impact	Less-than- Significant Impact with Mitigation Incorporated	Less-than- Significant Impact	No Impact
XIX. Mandatory Findings of Significance					
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Does the project have impacts that are individually limited but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would the project:

- a) **Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

Reference: Preceding analyses.

Comment: None.

Potentially Significant Impact. The proposed Project would entail sidewalk repairs and associated improvements throughout the City, including street root pruning, street tree removal and replacement, street tree planning, sidewalk-repaving, and enlarging street tree wells. The study area, which consists of the City and the surrounding area, are built out with various land uses, which could contain designated ESHAs and contain sensitive species and associated habitats. Similarly, proposed sidewalk repairs could occur within designated historic districts. The EIR will further analyze the proposed Project’s potential to substantially affect or reduce the habitat of a fish or wildlife species, and/or cause a fish or wildlife population to drop below self-sustaining levels. The EIR will also analyze the proposed Project’s potential to eliminate a plant or animal community, and reduce the number or restrict the range of rare or endangered plants or animals, and the potential to affect important examples of the major periods of California history or prehistory.

- b) Have impacts that are individually limited, but cumulatively considerable? (“cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

Reference: Preceding analyses.

Comment: None.

Potentially Significant Impact. As stated earlier, the proposed Project would include construction associated with sidewalk repair and other associated improvements including street root pruning, street tree removal and replacement, street tree planning, sidewalk-repaving, and enlarging street tree wells for 30 years. Most of the impacts are anticipated to be localized and confined to the immediate study area; however, during the course of the proposed Project there could be significant impacts on several resource areas, including: aesthetics, air quality, biological resources, cultural resources, geology/soils, GHG emissions, hydrology/water quality, noise, transportation/traffic, and utilities/services. These impacts could contribute to cumulative impacts. These issues will be further analyzed in the EIR.

- c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?**

Reference: Preceding analyses.

Comment: None.

Potentially Significant Impact. The proposed Project would include sidewalk repair including street root pruning, street tree removal and replacement, street tree planning, sidewalk-repaving, and enlarging street tree wells. Potentially significant impacts associated with aesthetics, air quality, biological resources, cultural resources, geology/soils, GHG emissions, hydrology/water quality, noise, transportation/traffic, and utilities/service systems could occur. Therefore, implementation of the proposed Project could result in significant adverse effects on human beings, either directly or indirectly. These issues will be further analyzed in the EIR.

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Chapter 4

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Initial Study Preparation and Oversight

City of Los Angeles

Ted Bardacke, AICP, LEED AP, Director of Infrastructure, Office of the Mayor

Steven Chen, P.E., SSD, Division Manager

Harold Davis, SRP, ADA Coordinator, LEED AP, CASP

Amber Elton, P.E., SRP, Civil Engineer

Dr. Jan Green Rebstock, EMG, Environmental Supervisor II

Amanda Griesbach, MS, EMG, Environmental Specialist II

Shilpa Gupta, MPA, EMG, Environmental Supervisor I

Alice Kim, P.E., SRP, Civil Engineer

Ronald Lorenzen, Assistant Director of Bureau of Street Services

Maria Martin, EMG, Manager

Jennifer Pope McDowell, M.Arch., Infrastructure Policy Analyst, Office of the Mayor

Luis Montemayor, Land Development & GIS Division, GIS Chief

Mary Nemick, BOE, Director of Communications

Nathan Neumann, LGD, GIS Programmer/Analyst

Julie Sauter, P.E., SRP, Deputy City Engineer

Geoffrey Straniere, DOD, Senior Project Coordinator

Tim Tyson, BSS, Street Tree Superintendent II

Arsen Voskerchyan, P.E., SRP, Senior Civil Engineer

ICF

Kim Avila, AICP, Project Director

Tamseel Mir, Project Manager

Mario Barrera, Geology & Soils, Hazards and Hazardous Materials

Andrew Bursan, Architectural Historian

Stephen Bryne, Archaeology, Tribal Resources

Will Herron, Planner

Jonathan Higginson, Noise

Andrew Johnson, Planner

Joel Mulder, Biologist

Terry Rivasplata, Technical Director

Mark Robinson, Paleontology

Laura Rocha, Water Resources

Alison Rondone, Senior Planner, QA/QC

Rusty Whisman, Air Quality, Transportation

Chapter 6

Acronyms and Abbreviations

AB	Assembly Bill
AB 32	California Global Warming Solutions Act of 2006
ADA	Americans with Disabilities Act
APCs	Area Planning Commissions
Basin	South Coast Air Basin
BMPs	Best Management Practices
BSS	Bureau of Street Services
Caltrans	California Department of Transportation
CAO	City Administrative Officer
CAPCOA	California Air Pollution Control Officers Association
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGP	Construction General Permits
City	City of Los Angeles
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO ₂ e	Carbon Dioxide Equivalent
Council	Los Angeles City Council
dBA	A-weighted Decibels
DOT	Department of Transportation
EIR	Environmental Impact Report
ESHA	Environmentally Sensitive Habitat Area
GHG	Greenhouse Gas
GIS	Geographic Information System
Greenbook	Standard Specification for Public Works Construction
HCPs	Habitat Conservation Plans
HPOZs	Historic Preservation Overlay Zones
IS	Initial Study
BOE	City of Los Angeles, Public Works Department, Bureau of Engineering
LADBS	Los Angeles Department of Building and Safety
LADPW	Los Angeles Department of Public Works
LAFD	Los Angeles Fire Department
LAPD	Los Angeles Police Department
LASAN	LA Sanitation
LAX	Los Angeles International Airport
LOS	Level of Service

MBTA	Migratory Bird Treaty Act
MMRP	Mitigation Monitoring and Reporting Program
MS4	Municipal Separate Storm Sewer System
MT	Metric Tons
NCCP	Natural Community Conservation Plan
NOA	Notice of Availability
NOD	Notice of Determination
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
OSHA	Occupational Safety and Health Administration
Policy	Board of Public Works Street Tree Removal Permit Process and Policy
Prioritization System	Prioritization Matrix and Scoring System
proposed Project	Sidewalk Repair Program
RCRA	Resource Conservation and Recovery Act
ROW	Right-of-Way
RWQCB	Los Angeles Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
Settlement	Willits v. City of Los Angeles Settlement Term Sheet
SR-	State Route
SWPPP	Stormwater Pollution Prevention Plan
TAC	Toxic Air Contaminant
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
V/C	Volume to Capacity
ZIMAS	Zone Information & Map Access System

Appendix A

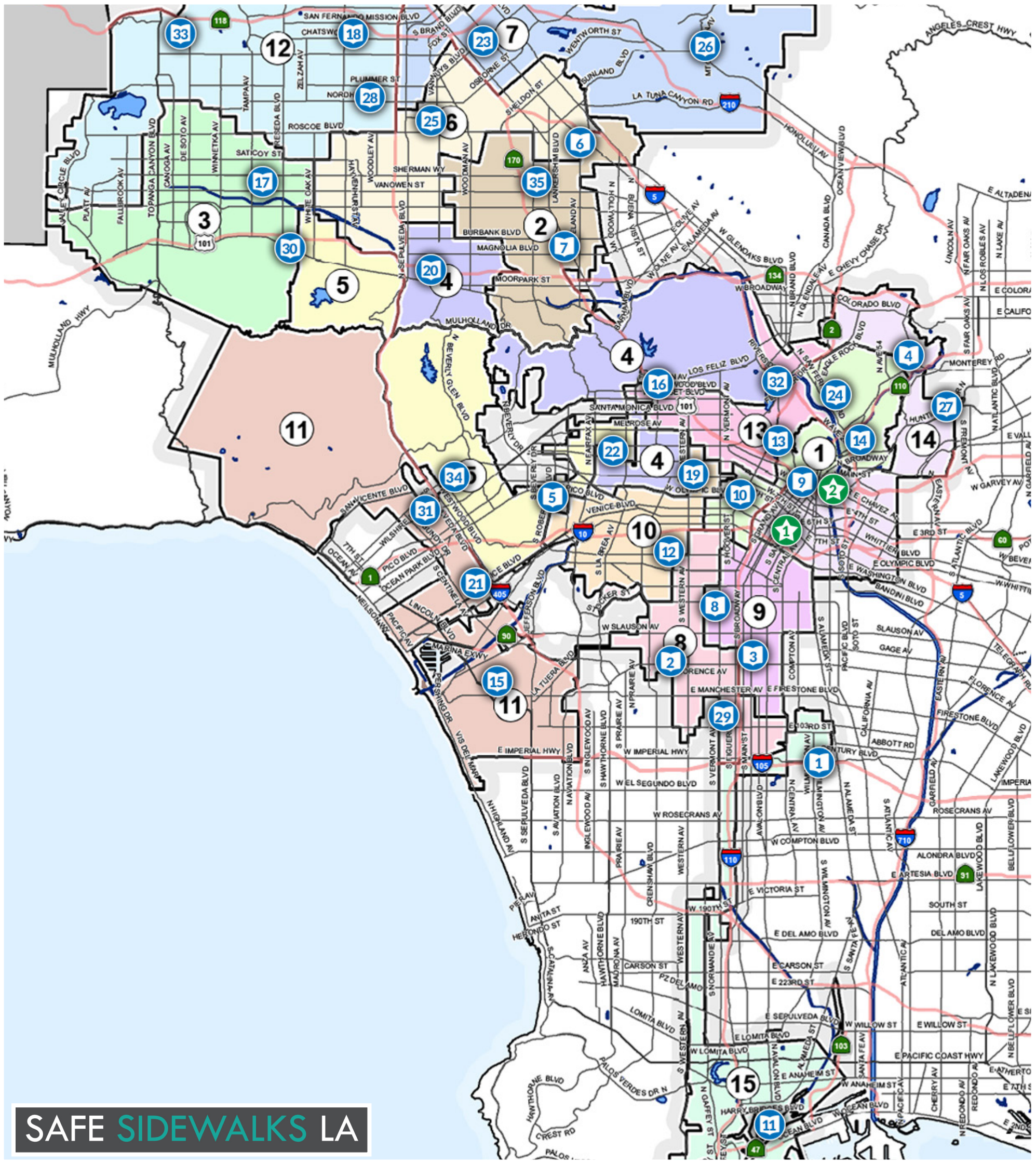
List of NOP/IS Availability Locations And Map

Copies of the NOP/IS are available for review at the following locations:

Council District	Organization	Address
CD 1	Lincoln Heights Branch Library	2530 Workman St, Los Angeles, CA 90031
	Cypress Park Branch Library	1150 Cypress Ave, Los Angeles, CA 90065
	Pico Union Branch Library	1030 S Alvarado St, Los Angeles, CA 90006
CD 2	North Hollywood Amelia Earhart Regional Library	5211 Tujunga Ave, North Hollywood, CA 91601
	Valley Plaza Library	12311 Vanowen St, North Hollywood, CA 91605
CD 3	West Valley Regional Branch Library	19036 Vanowen St, Reseda, CA 91335
	Encino-Tarzana Branch Library	18231 Ventura Blvd, Tarzana, CA 91356
CD 4	Sherman Oaks Library	14245 Moorpark St, Sherman Oaks, CA 91423
	Fairfax Branch Public Library	161 S Gardner St, Los Angeles, CA 90036
CD 5	Robertson Library	1719 Robertson Blvd, Los Angeles, CA 90035
	Westwood Branch Library	1246 Glendon Ave, Los Angeles, CA 90024
CD 6	Sun Valley Library	7935 Vineland Ave, Sun Valley, CA 91352
	Panorama City Branch Library	14345 Roscoe Blvd, Panorama City, CA 91402
CD 7	Sunland-Tujunga Branch Library	7771 Foothill Blvd, Tujunga, CA 91042
	Pacoima Branch Library	13605 Van Nuys Blvd, Pacoima, CA 91331
CD 8	Hyde Park Branch Library	2205 W Florence Ave, Los Angeles, CA 90043
	Mark Twain Library	9621 S. Figueroa Street, Los Angeles, CA 90003
CD 9	Ascot Branch Library	120 W Florence Ave, Los Angeles, CA 90003

Council District	Organization	Address
	Vermont Square Branch Library	1201 W 48th St, Los Angeles, CA 90037
CD 10	Jefferson Library	2211 W Jefferson Blvd, Los Angeles, CA 90018
	Pio Pico Library	694 S Oxford Ave, Los Angeles, CA 90005
CD 11	Westchester Loyola Village Library	7114 W Manchester Ave, Los Angeles, CA 90045
	Mar Vista Branch Library	12006 Venice Blvd, Los Angeles, CA 90066
	West Los Angeles Regional Library	11360 California Route 2, Los Angeles, CA 90025
CD 12	Granada Hills Library	10640 Petit Ave, Granada Hills, CA 91344
	Mid Valley Regional Library	16244 Nordhoff St, North Hills, CA 91343
	Chatsworth Branch Library	21052 Devonshire St, Chatsworth, CA 91311
CD 13	Edendale Branch Library	2011 Sunset Blvd, Los Angeles, CA 90026
	Frances Howard Goldwyn-Hollywood Regional Branch Library	1623 Ivar Ave, Los Angeles, CA 90028
	Silver Lake Branch Library	2411 Glendale Blvd, Los Angeles, CA 90039
CD 14	Arroyo Seco Library	6145 N Figueroa St, Los Angeles, CA 90042
	The Los Angeles Central Library	630 W 5th St, Los Angeles, CA 90071
	El Sereno Branch Library	5226 S. Huntington Drive, Los Angeles, CA 90032
CD 15	San Pedro Regional Library	931 S Gaffey St, San Pedro, CA 90731
	Willowbrook Library	11838 Wilmington Ave, Los Angeles, CA 90059

Organization	Address
City of Los Angeles Bureau of Engineering	1149 S. Broadway, Suite 600, Los Angeles, CA 90015
City of Los Angeles City Clerk	200 N. Spring Street, Room 360, Los Angeles, CA 90012



SRP PRIORITY COMMUNITIES



BRANCH LIBRARIES

- | | | |
|----------------------------------------------------|--------------------------------------------------------------|---------------------------------------|
| 1. Willowbrook Library | 14. Lincoln Heights Branch Library | 25. Panorama City Branch Library |
| 2. Hyde Park Branch Library | 15. Westchester Loyola Village Library | 26. Sunland-Tujunga Branch Library |
| 3. Ascot Branch Library | 16. Frances Howard Goldwyn-Hollywood Regional Branch Library | 27. El Sereno Branch Library |
| 4. Arroyo Seco Library | 17. West Valley Regional Branch Library | 28. Mid-Valley Regional Library |
| 5. Robertson Library | 18. Granada Hills Library | 29. Mark Twain Library |
| 6. Sun Valley Library | 19. Pio Pico Library | 30. Encino-Tarzana Branch Library |
| 7. North Hollywood Amelia Earhart Regional Library | 20. Sherman Oaks Library | 31. West Los Angeles Regional Library |
| 8. Vermont Square Branch Library | 21. Mar Vista Branch Library | 32. Silver Lake Branch Library |
| 9. The Los Angeles Central Library | 22. Fairfax Branch Public Library | 33. Chatsworth Branch Library |
| 10. Pico Union Branch Library | 23. Pacoima Branch Library | 34. Westwood Branch Library |
| 11. San Pedro Regional Library | 24. Cypress Park Branch Library | 35. Valley Plaza Library |
| 12. Jefferson Library | | |
| 13. Edendale Branch Library | | |



OTHER LOCATIONS

- | | |
|----------------------------------------------|-----------------------------------|
| 1. City of Los Angeles Bureau of Engineering | 2. City of Los Angeles City Clerk |
|----------------------------------------------|-----------------------------------|



COUNCIL DISTRICT

**Public Comments on the Notice of
Preparation/Initial Study**

NATIVE AMERICAN HERITAGE COMMISSION

Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710



August 1, 2017

Shilpa Gupta
City of Los Angeles
1149 S. Broadway, Suite 600
Los Angeles, CA 90015

Sent via e-mail: shilpa.gupta@lacity.org

RE: SCH# 2017071063; Sidewalk Repair Program, City of Los Angeles; Los Angeles County, California

Dear Mr. Gupta:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for Draft Environmental Impact Report for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd. (a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a **separate category of cultural resources**, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code § 21084.2). Please reference California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," <http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf>. Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends **lead agencies consult with all California Native American tribes** that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
- The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).
8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).
9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).
10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
- Avoidance and preservation of the resources in place, including, but not limited to:
 - Planning and construction to avoid the resources and protect the cultural and natural context.
 - Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - Protecting the cultural character and integrity of the resource.
 - Protecting the traditional use of the resource.
 - Protecting the confidentiality of the resource.
 - Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
 - Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
 - Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).
11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
 - The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

This process should be documented in the Cultural Resources section of your environmental document.

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have been already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

- b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.
3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Sincerely,

cc: State Clearinghouse

From: [Shilpa Gupta](#)
To: [Tim Mullen](#)
Cc: [Avila, Kim](#); [Mir, Tamseel](#)
Subject: Fwd: SRP - Sidewalk Vegetation Overgrowth & Sidewalk Repair Program
Date: Tuesday, August 15, 2017 9:27:04 AM
Attachments: [facebook-256.png](#)
[instagram_new1600.png](#)

This is email 2.

Thanks,
Shilpa Gupta, MPA
Environmental Management | Environmental Supervisor I
Bureau of Engineering, Department of Public Works
1149 S. Broadway, Suite 600
Los Angeles, CA 90015
O: [\(213\) 485 - 4560](tel:(213)485-4560)



----- Forwarded message -----

From: Alex Walter <alexw@alexwalter.com>
Date: Sat, Aug 12, 2017 at 1:17 PM
Subject: SRP - Sidewalk Vegetation Overgrowth & Sidewalk Repair Program
To: shilpa.gupta@lacity.org
Cc: Gary Harris <gary.harris@lacity.org>, Karen Bowie <karen.bowie@lacity.org>

Shilpa Gupta . . .

Please include existing Sidewalk Vegetation Overgrowth in the Sidewalk Repair Program Environmental Review documents and meetings.

More rigid enforcement of SEC. 56.08. SIDEWALKS – STREETS – OBSTRUCTIONS should be happening now and in the future.

...Alex Walter
6440 Drexel Ave
Los Angeles CA 90048-4706
USA

Voice & Text Cell: [720-448-4008](tel:720-448-4008)

email: alexw@alexwalter.com

☐ Sent with [Mailtrack](#)

From: [Shilpa Gupta](#)
To: [Tim Mullen](#)
Cc: [Avila, Kim](#); [Mir, Tamseel](#)
Subject: Fwd: SRP for ADA compliance
Date: Tuesday, August 15, 2017 9:30:02 AM
Attachments: [facebook-256.png](#)
[instagram_new1600.png](#)

This is email 3.

Thanks,
Shilpa Gupta, MPA
Environmental Management | Environmental Supervisor I
Bureau of Engineering, Department of Public Works
1149 S. Broadway, Suite 600
Los Angeles, CA 90015
O: [\(213\) 485 - 4560](#)



----- Forwarded message -----

From: **Nat Isaac** <nat.isaac@lacity.org>
Date: Mon, Jul 31, 2017 at 10:09 AM
Subject: SRP for ADA compliance
To: Shilpa Gupta <shilpa.gupta@lacity.org>

Hello Shilpa,

Please let me know if you would be able to tell me the status of an ADA compliance issue at a specific address in Councilman Wesson's district. The compliance issue involves two curb ramps located at the south-east and south-west corners of Sawyer and Shenandoah Streets (1900 Shenandoah Street). Curb ramps were installed at the north-east and north-west corners of the same intersection, but for some reason construction crews missed the south side of the intersection. Residents have been requesting ramps at this intersection for over two years, including via MyLA311, but no ramps have been constructed thus far. Please let me know if these two corners are scheduled for repair. Thank you for your assistance!

--

Nat Isaac
Environmental Engineering Associate I
Solid Resources Support Services Division
Bureau of Sanitation
City of Los Angeles
[\(213\) 485-3593](tel:(213)485-3593)

From: [Shilpa Gupta](#)
To: [Tim Mullen](#)
Cc: [Avila, Kim](#); [Mir, Tamseel](#)
Subject: Fwd: AB52: Sidewalk Repair Program
Date: Tuesday, August 15, 2017 9:33:16 AM
Attachments: [image8274ef.PNG](#)
[facebook-256.png](#)
[instagram_new1600.png](#)

This is email 5.

Thanks,
Shilpa Gupta, MPA
Environmental Management | Environmental Supervisor I
Bureau of Engineering, Department of Public Works
1149 S. Broadway, Suite 600
Los Angeles, CA 90015
O: [\(213\) 485 - 4560](tel:2134854560)



----- Forwarded message -----

From: **Jessica Mauck** <JMauck@sanmanuel-nsn.gov>
Date: Tue, Aug 1, 2017 at 11:11 AM
Subject: AB52: Sidewalk Repair Program
To: "shilpa.gupta@lacity.org" <shilpa.gupta@lacity.org>

Hello Shilpa,

Thank you for contacting the San Manuel Band of Mission Indians (SMBMI) regarding the above referenced project. SMBMI appreciates the opportunity to review the project documentation, which was received by our Cultural Resources Management Department on 1 August 2017. The proposed project area is located just outside of Serrano ancestral territory and, as such, SMBMI will not be requesting consulting party status with the lead agency or requesting to participate in the scoping, development, and/or review of documents created pursuant to these legal and regulatory mandates.

Regards,

Jessica Mauck
CULTURAL RESOURCES ANALYST
O: [\(909\) 864-8933 x3249](tel:9098648933x3249)

M: [\(909\) 725-9054](tel:9097259054)

26569 Community Center Drive, Highland California 92346

SAN MANUEL
BAND OF  MISSION INDIANS

THIS MESSAGE IS INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY TO WHICH IT IS ADDRESSED AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL AND EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. If the reader of this message is not the intended recipient or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination or copying of this communication is strictly prohibited. If you have received this electronic transmission in error, please delete it from your system without copying it and notify the sender by reply e-mail so that the email address record can be corrected. Thank You

From: [Shilpa Gupta](#)
To: [Tim Mullen](#)
Cc: [Avila, Kim](#); [Mir, Tamseel](#)
Subject: Fwd: Metro Development Review - Sidewalk Repair Program, Los Angeles
Date: Tuesday, August 15, 2017 9:26:29 AM
Attachments: [instagram_new1600.png](#)
[facebook-256.png](#)

Tim,

Thank you for inputting these comments. I will forward you the emails.

This is email 1.

Thanks,
Shilpa Gupta, MPA
Environmental Management | Environmental Supervisor I
Bureau of Engineering, Department of Public Works
1149 S. Broadway, Suite 600
Los Angeles, CA 90015
O: [\(213\) 485 - 4560](tel:(213)485-4560)



----- Forwarded message -----

From: **Barrita, Michael** <BarritaM@metro.net>
Date: Thu, Aug 10, 2017 at 10:11 AM
Subject: Metro Development Review - Sidewalk Repair Program, Los Angeles
To: "shilpa.gupta@lacity.org" <shilpa.gupta@lacity.org>
Cc: "Hull, Derek" <HullD@metro.net>

Hello Ms. Gupta,

Our Development Review team is in receipt of the Notice of Preparation for the proposed Sidewalk Repair Program for the City of Los Angeles. In order to assess any potential impacts to Metro's services or facilities, we would like to please request a complete list of the proposed sidewalk repairs in the Sidewalk Repair Program. Should you have any questions regarding this request, please feel free to contact me via email or at the information below.

Thank you,

Michael Barrita

LA Metro

Transportation Associate, Countywide Planning & Development

Joint Development/Strategic Initiatives

[213.922.3442](tel:213.922.3442)

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From: [Shilpa Gupta](#)
To: [Tim Mullen](#)
Cc: [Avila, Kim](#); [Mir, Tamseel](#)
Subject: Fwd: SRP subject
Date: Friday, August 18, 2017 11:23:10 AM
Attachments: [instagram_new1600.png](#)
[facebook-256.png](#)

Hello Tim,

Please insert into SmartComments.

Thank you,
Shilpa Gupta, MPA
Environmental Management | Environmental Supervisor I
Bureau of Engineering, Department of Public Works
1149 S. Broadway, Suite 600
Los Angeles, CA 90015
O: [\(213\) 485 - 4560](#)



----- Forwarded message -----

From: **Dianna Davidson** <dld829@gmail.com>
Date: Fri, Aug 18, 2017 at 11:08 AM
Subject: SRP subject
To: shilpa.gupta@lacity.org

Dear Sirs:

I would like to know WHO PAYS for SIDEWALK REPAIR?

DOES THE CITY PAY FOR TOTAL REPAIR ?

IS IT SPLIT BETWEEN CITY and HOMEOWNER?

Please respond, briefly, to my questions.

dld

From: [Shilpa Gupta](#)
To: [Tim Mullen](#)
Cc: [Mir. Tamseel](#); [Avila, Kim](#)
Subject: Fwd: SRP Question
Date: Friday, August 18, 2017 11:23:57 AM
Attachments: [instagram_new1600.png](#)
[facebook-256.png](#)

Hi Tim,

Please insert in SmartComments.

Thank you,
Shilpa Gupta, MPA
Environmental Management | Environmental Supervisor I
Bureau of Engineering, Department of Public Works
1149 S. Broadway, Suite 600
Los Angeles, CA 90015
O: [\(213\) 485 - 4560](tel:(213)485-4560)



----- Forwarded message -----

From: **Issam Najm** <IssamNajm@prnc.org>
Date: Fri, Aug 18, 2017 at 7:31 AM
Subject: SRP Question
To: shilpa.Gupta@lacity.org

Dear Ms. Gupta:

My name is Issam Najm, and I am the president of the Porter Ranch Neighborhood Council (PRNC). I received the NOP for the SRP EIR and I am about to distribute it to the Board members and post it on our website. However, the map attached to the letter titled: "Figure 1, Project Location Map and NOP/IS Availability Map.", does not even include Porter Ranch. The map is cut off at the 118 FWY, and our community is north of the freeway. Our Library Branch is not listed on the list of Branch Libraries, and I don't know what that means. So in anticipation of getting the question from my Board members and our Stakeholders, can you please clarify it to me? Specifically:

1. Why is Porter Ranch not included in the map?
2. Does this mean that the SRP does not include Porter Ranch?
3. Why is our Library not included on the list?
4. Will Porter Ranch sidewalks be repaired as part of this SRP?

Thank you
Issam Najm

Issam Najm, Ph.D.

Board President
Porter Ranch Neighborhood Council
IssamNajm@prnc.org



August 25, 2017

VIA EMAIL

Ms. Shilpa Gupta
City of Los Angeles
Bureau of Engineering, Environmental Management Group
1149 South Broadway, Suite 600
Los Angeles, CA 90015
Shilpa.Gupta@lacity.org

Dear Ms. Gupta:

**NOP – NOTICE OF PREPARATION
SIDEWALK REPAIR PROGRAM
SCH: 2017071063**

The Department of Conservation's Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the above referenced project for impacts with Division jurisdictional authority. The Division supervises the drilling, maintenance, and plugging and abandonment of oil, gas, and geothermal wells in California. The Division offers the following comments for your consideration.

The project area is in Los Angeles County and is within the Beverly Hills, Cheviot Hills, El Segundo, Howard Townsite, Hyperion, Inglewood, Las Cienegas, Los Angeles City, Los Angeles Downtown, Rosecrans, San Vicente, Salt Lake, and Wilmington oil and gas field boundaries. Division records indicate that there is possibility that oil and gas pipelines are located near oil and gas production facilities within the project boundary as identified in the application. Some of these pipelines cross under existing sidewalks.

The scope and content of information that is germane to Division's responsibility are contained in Section 3000 et seq. of the Public Resources Code, and administrative regulations under Title 14, Division 2, Chapters 2, 3 and 4 of the California Code of Regulations.

If any wells, including any plugged, abandoned or unrecorded wells, are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements and approval to perform remedial operations.

The possibility for future problems from oil and gas wells that have been plugged and abandoned, or reabandoned, to the Division's current specifications are remote. However, the Division recommends that a diligent effort be made to avoid building over any plugged and abandoned well.

Ms. Shilpa Gupta
August 25, 2017
Page 2

Questions regarding the Division's Facilities and Pipeline Management Program or Construction Site Well Review Program can be addressed to the local Division office in Cypress by calling (714) 816-6847 or email DOGDIST1@conservation.ca.gov.

Sincerely,



Grace P. Brandt
Associate Oil and Gas Engineer

cc: The State Clearinghouse in the Office of Planning and Research
Tim Shular, DOC OGER
Crina Chan, DOC OGER
Jan Perez, DOGGR CEQA Unit
Chris McCullough, Facilities and Environmental Supervisor
Environmental CEQA File

DEPARTMENT OF TRANSPORTATION

DISTRICT 7- OFFICE OF REGIONAL PLANNING

100 S. MAIN STREET, SUITE 100

LOS ANGELES, CA 90012

PHONE (213) 897-6536

FAX (213) 897-1337

TTY 711

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*Serious Drought.
Making Conservation
a California Way of Life.*

August 21, 2017

Ms. Shilpa Gupta
City of Los Angeles
1149 S. Broadway, Suite 600
Los Angeles, Ca 90015

RE: Sidewalk Repair Program
SCH#201707106.
GTS#07-LA-2017-01043ME-NOP

Dear Ms. Gupta:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project would repair and upgrade sidewalks and curb ramps throughout the City of LA. Street tree removals and replacements, along with utility relocations may be needed.

Based on review, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities. However, if construction truck traffic is expected to cause delays on the State facility, please forward a truck/traffic construction management plan to Caltrans for review.

In the Spirit of mutual cooperation, Caltrans staff is available to work with your planners and traffic engineers for this project, if needed. If you have any questions regarding these comments, please contact project coordinator Ms. Miya Edmonson, at (213) 897-6536 and refer to GTS# LA-2017-01043ME

Sincerely,

A handwritten signature in blue ink, reading "Dianna Watson", is positioned above the typed name.

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse



SAFE SIDEWALKS LA



Comment Sheet

Please use this form to provide feedback and comments to the City of Los Angeles Bureau of Engineering on the proposed project and the content of the Draft Environmental Impact Report. Your input will become part of the public record and will be included in the Draft EIR. Comments are due no later than 11:59 p.m. on September 15, 2017 (end of the public comment period). Please submit your comments via email to shilpa.gupta@lacity.org or mail them to Shilpa Gupta, Environmental Supervisor I Los Angeles Bureau of Engineering, Environmental Management Group, 1149 S. Broadway, Suite 600, Mail Stop 939 Los Angeles, CA 90015. Thank you for participating.

Name: King Raymond Joseph Carpenter Jr	Organization (if any):
Address: P O Box 13251	
Phone Number: (206) 203-1545	Email Address: Princepersonalmail@gmail.com

Comments:

TO All interested Party - I King Raymond Joseph Carpenter Jr
HAVE A Problem understanding All the Fine Points.
of (BOE) proposal, could the People receive more
information of the financial stakeholders, trustee
Agencies, And responsible Agencies. We the people
NEED financial record so we can understand
where the money's coming from. we NEED to
see the Books. we WANT the NAME and record
of how it's being PAID for !!! if you Do not
provide the information it A NO on the project !!

King Raymond Joseph Carpenter Jr
King

8/1/2017

From: [Mir, Tamseel](#)
To: [Herron, Will](#)
Subject: FW: SRP
Date: Friday, September 01, 2017 4:53:01 PM
Attachments: [image002.png](#)
[image003.png](#)

[One more...](#)

From: Shilpa Gupta [mailto:shilpa.gupta@lacity.org]
Sent: Friday, September 01, 2017 4:46 PM
To: Tim Mullen <tim@smartcomment.com>; Avila, Kim <Kim.Avila@icf.com>; Mir, Tamseel <Tamseel.Mir@icf.com>
Subject: Fwd: SRP

Shilpa Gupta, MPA
Environmental Management | Environmental Supervisor I
Bureau of Engineering, Department of Public Works
1149 S. Broadway, Suite 600
Los Angeles, CA 90015
O: [\(213\) 485 - 4560](tel:(213)485-4560)



----- Forwarded message -----
From: Jennie Chamberlain <jennie.chamberlain@gmail.com>
Date: Mon, Aug 21, 2017 at 1:29 PM
Subject: SRP
To: Shilpa.Gupta@lacity.org

I think the city council's idea to create a public private partnership to fix the sidewalks in front of privately owned buildings is absurd.

If the city disagrees with this, than may I suggest that the city do the same with the roadways, the sewer maintenance and the trash collection.

Sidewalk mobility is critical for a healthy, economically prosperous Los Angeles. It is not something that should be left up to private homeowners and business owners.

Thank You,
Jennie Chamberlain
2746 Angus St
Los Angeles, CA 90039

Los Angeles Unified School District

Office of Environmental Health and Safety

MICHELLE KING
Superintendent of Schools

THELMA MELÉNDEZ, PH.D.
Chief Executive Officer, Office of Educational Services

ROBERT LAUGHTON
Director, Environmental Health and Safety

CARLOS A. TORRES
Deputy Director, Environmental Health and Safety

September 5, 2017

Shilpa Gupta
Environmental Supervisor I
City of Los Angeles Public Works, Bureau of Engineering
Environmental Management Group
1149 S. Broadway, Suite 600, Mail Stop 939
Los Angeles, CA 90015-2213

Submitted via electronic mail

SUBJECT: PROJECT NAME: Sidewalk Repair Project
PROJECT LOCATION: Throughout the City of Los Angeles

Presented below are comments submitted on behalf of the Los Angeles Unified School District (LAUSD or District) regarding the proposed Sidewalk Repair Project.

The areas around District schools experience high volumes of young students and their families walking to and from school. The District wishes to work with the City's Sidewalk Repair Project to identify and prioritize repairs of damaged sidewalks and other pedestrian facilities around schools, particularly areas that are identified as pedestrian routes to schools. District Pedestrian Routes to School maps are available at: <https://achieve.lausd.net/Pedestrian-School-Routes>. I will follow up this comment letter with a phone call to discuss opportunities for coordination.

Thank you for your time. If you need additional information, please contact me at (213) 241-3432.

Regards,

Will Meade
Environmental Planning Specialist
LAUSD, Office of Environmental Health and Safety

From: [Mir, Tamseel](#)
To: [Haroon Wili](#)
Subject: FW: Tree Canopy Preservation in Los Angeles in light of Sidewalk Repair Program: Recommendations for Sidewalk Repair EIR Scoping
Date: Thursday, September 07, 2017 9:08:40 AM
Attachments: [image002.png](#)
[image003.png](#)

Hi Will,
Here is 1 of 3 emails that contain comments. Please save and include in our list.
Thank you,
Tamseel

From: Shilpa Gupta [mailto:shilpa.gupta@lacity.org]
Sent: Thursday, September 07, 2017 9:03 AM
To: Tim Mullen <tim@smartcomment.com>; Avila, Kim <Kim.Avila@icf.com>; Mir, Tamseel <Tamseel.Mir@icf.com>
Subject: Fwd: Tree Canopy Preservation in Los Angeles in light of Sidewalk Repair Program: Recommendations for Sidewalk Repair EIR Scoping

Hi Tim,

This group included me in their internal conversation. Please include the last email as a comment letter from the last respondent.

Thank you,
Shilpa Gupta, MPA
Environmental Management | Environmental Supervisor I
Bureau of Engineering, Department of Public Works
1149 S. Broadway, Suite 600
Los Angeles, CA 90015
O: [\(213\) 485 - 4560](tel:2134854560)



----- Forwarded message -----

From: ENC Shelley Billik <encshelleybillik@gmail.com>
Date: Thu, Sep 7, 2017 at 7:56 AM
Subject: Re: Tree Canopy Preservation in Los Angeles in light of Sidewalk Repair Program: Recommendations for Sidewalk Repair EIR Scoping
To: Joanne DAntonio <montaggiojoanne@yahoo.com>
Cc: Gregory Wright <GregoryDavidWright@roadrunner.com>, "diana@ittakesagarden.com" <diana@ittakesagarden.com>, "maureen@eastertalent.net" <maureen@eastertalent.net>, "bg534@lafn.org" <bg534@lafn.org>, "jdantonio@greatervalleyglencouncil.org" <jdantonio@greatervalleyglencouncil.org>, "hmcky@yahoo.com" <hmcky@yahoo.com>, "sforsyth@greatervalleyglencouncil.org" <sforsyth@greatervalleyglencouncil.org>, "rhplatkin@gmail.com" <rhplatkin@gmail.com>, "lmittrell@gmail.com" <lmittrell@gmail.com>, Bailey Glenn <glennbaileynycs@gmail.com>, "shilpa.gupta@lacity.org" <shilpa.gupta@lacity.org>

I think it might be easier to do a google drive share... I will try it now.

Shelley Billik
Neighborhood Council Sustainability Alliance
Encino Neighborhood Council
[310-925-6091](tel:3109256091) cell

On Sep 7, 2017, at 7:51 AM, Joanne DAntonio <montaggiojoanne@yahoo.com> wrote:

I like the "LA poised . . ." headline -- I will put it in this evening along with any other changes.

I wonder if there is a way for people to access this sheet electronically so they can cut and past what interests them to include. Is there time to put this sheet on the NCSA website before Saturday?

Joanne

From: ENC Shelley Billik <encshelleybillik@gmail.com>
To: Gregory Wright <GregoryDavidWright@roadrunner.com>
Cc: Joanne DAntonio <montaggiojoanne@yahoo.com>, "diana@ittakesagarden.com" <diana@ittakesagarden.com>, "maureen@eastertalent.net" <maureen@eastertalent.net>, "bg534@lafn.org" <bg534@lafn.org>, "jdantonio@greatervalleyglencouncil.org" <jdantonio@greatervalleyglencouncil.org>, "hmcky@yahoo.com" <hmcky@yahoo.com>, "sforsyth@greatervalleyglencouncil.org" <sforsyth@greatervalleyglencouncil.org>, "rhplatkin@gmail.com" <rhplatkin@gmail.com>, "lmittrell@gmail.com" <lmittrell@gmail.com>, Bailey Glenn <glennbaileynycs@gmail.com>, "shilpa.gupta@lacity.org" <shilpa.gupta@lacity.org>
Sent: Thursday, September 7, 2017 7:30 AM
Subject: Re: Tree Canopy Preservation in Los Angeles in light of Sidewalk Repair Program: Recommendations for Sidewalk Repair EIR Scoping

Thanks Greg, and a major thank you to Joanne! I think the content is excellent, and yes, I can delay as long as Friday noon for major changes. I will print them Friday. My only comment is that we need a more attention grabbing title/headline. Those who are not familiar with the topic may not know the connection between sidewalk repair and trees. I know it seems obvious to us, but we are trying to reach the non-choir! My two cents.

This may be too much but I would like your feedback: E.g. Did you know we have lost thousands of trees due to poor sidewalk repair? or L.A. Poised for Continuing Loss of Urban Tree Canopy

Shelley

P.s. I plan to also have copies of the USC canopy loss study on hand.

Shelley Billik
Neighborhood Council Sustainability Alliance
Encino Neighborhood Council
[310-925-6091](tel:3109256091) cell

On Sep 7, 2017, at 3:31 AM, Gregory Wright <GregoryDavidWright@roadrunner.com> wrote:

Excellent points all, raised in the ten-point sheet Joanne has synthesized. I'm good with this draft of the handout as it is.

Greg Wright

From: Joanne DAntonio [mailto:montaggiojoanne@yahoo.com]
Sent: Thursday, September 07, 2017 12:38 AM
To: diana@ittakesagarden.com; maureen@eastertalent.net; bg534@lafn.org; jdantonio@greatervalleyglencouncil.org; hmcky@yahoo.com; encshelleybillik@gmail.com; sforsyth@greatervalleyglencouncil.org; rhplatkin@gmail.com; lmittrell@gmail.com; glennbaileynycs@gmail.com
Subject: Recommendations for Sidewalk Repair EIR Scoping

Dear Trees Committee,

Shelley just gave us the opportunity to have a handout at the NCSA table at the Congress of Neighborhood Councils to give people ideas for weighing in on the Sidewalk Repair EIR scoping before Sept. 15. (I recommend all of you send in your comments to Shilpa Gupta (see attached for email address) before the deadline).

I only found out tonight that this handout would be possible so I did not have time to have all of you weigh in. I took the liberty of writing up a sheet of what I think are the most important 10 points for this EIR. You will note that I did not get into specifics like numbers of replacement trees or container sizes -- I purposely avoided this sort of replacement game and focused on preserving tree canopy. As it is, most replacement trees planted so far have been species that don't really grow into canopy trees.

I have been to and spoken at a whole lot of meetings following this sidewalk repair law suit and subsequent motions, including City Council Town Halls, Public Works Committee meetings and the full City Council vote meeting. Plus I participated in a bunch of CFAC meetings where Urban Forestry spoke. All of this informed this sheet, plus science information from Diana, and even an idea or two from the Tree People blog on Sidewalk Repair EIR scoping.

Shelley needs to print this Thursday, and I am gone most of that day. This is just suggestions, and it will be stronger if it comes from our committee. If something truly bothers you, let me know asap. It is attached as a Word doc, so Shelley has it along with all of you. I can ask her to make a change if you really find a significant problem. Otherwise I hope you will let this fly, and forgive the short time frame.

Shelly, please let us know if there is any time for changes and when you need to get this printed. I am guessing by noonish Thursday. But I am leaving by 10 a.m. for meetings and won't have a computer until late afternoon. Hopefully we can live with this as it is.

Thanks so much.

Joanne D'Antonio
Chair, NCSA Trees Committee

SENT VIA USPS AND E-MAIL:

September 7, 2017

Shilpa.Gupta@lacity.org

Shilpa Gupta, Environmental Supervisor I
City of Los Angeles Public Works, Bureau of Engineering
Environmental Management Group
1149 S. Broadway, Suite 600, Mail Stop 939
Los Angeles, CA 90015-2213

**Notice of Preparation of a Draft Environmental Impact Report for the
Proposed Sidewalk Repair Program**

South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address shown in the letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files¹. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. SCAQMD staff recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website at: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

SCAQMD has also developed both regional and localized significance thresholds. SCAQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to

¹ Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

SCAQMD's CEQA regional pollutant emissions significance thresholds to determine air quality impacts. SCAQMD's CEQA regional pollutant emissions significance thresholds can be found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>. In addition to analyzing regional air quality impacts, SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the Proposed Project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by SCAQMD staff or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust).

In the event that the Proposed Project generates or attracts vehicular trips, air quality impacts from indirect sources should be included in the analysis. In the event that the Proposed Project generates or attracts heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Guidance² on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

Mitigation Measures

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are

² In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's *Air Quality and Land Use Handbook: A Community Health Perspective*. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: <https://www.arb.ca.gov/ch/landuse.htm>.

available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project, including:

- Chapter 11 of SCAQMD's *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages available here: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD's Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf?sfvrsn=5>
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Alternatives

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the Proposed Project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a “no project” alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the Draft EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project.

Permits

In the event that the Proposed Project requires a permit from SCAQMD, SCAQMD should be identified as a responsible agency for the Proposed Project. For more information on permits, please visit SCAQMD webpage at: <http://www.aqmd.gov/home/permits>. Questions on permits can be directed to SCAQMD's Engineering and Permitting staff at (909) 396-3385.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available at SCAQMD's webpage (<http://www.aqmd.gov>).

SCAQMD staff is available to work with the Lead Agency to ensure that project air quality impacts are accurately evaluated and any significant impacts are mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov or call me at (909) 396-3308.

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS

LAC170802-02

Control Number

IMPORTANT ACTION TO AFFECT YOUR QUALITY OF LIFE!!

Comment on the Sidewalk Repair EIR Scoping:

email at Shilpa.Gupta@lacity.org with SRP in the subject line by September 15, 2017 (include a valid mailing address in the email)

Recommendations for Sidewalk Repair Scoping EIR from the NCSA Trees Committee:

1. Because the tree canopy provides significant cooling and air purification, both of which are critical for the health of the people in Los Angeles, the Sidewalk Repair EIR must assess the decrease of tree canopy that results from the large quantity of tall tree elimination currently anticipated by Urban Forestry for sidewalk repair. Potential effects on air quality, including diminished greenhouse gas reduction, and increase in heat island effect must be quantified. The environmental effects of increased air conditioning usage must also be calculated. Human health risks must be addressed.
2. Before any trees are removed for sidewalk repair, a full tree inventory of street trees must be done by an independent professional entity and a tree master plan created. An actual field calculation must be done of how many canopy trees Urban Forestry expects will be removed for sidewalk repair, as well as how many new places exist for planting trees that are capable of reaching a height that contributes to tree canopy.
3. A master tree plan must be developed that does not remove trees too rapidly such that it creates a decline in air quality and an increase in the heat island effect. There should be no net loss to canopy during the sidewalk repair process. In view of the length of time it takes for a tree to grow tall, an aggressive planting schedule which includes new tree wells and green spaces may need to begin even before trees are removed.
4. The aggressive non-aesthetic pruning of tall trees, currently the practice of Urban Forestry (which pays subcontractors \$180 a tree versus San Francisco that budgets \$1,000 for a large tree), must be factored in the assessment of decline of tree canopy. "Before" photos of recently-pruned trees are available on Google maps and Google Earth.
5. Any tree replacements should be done strategically. Tree species that will grow tall enough to create canopy need to be identified as capable of thriving in this climate, and a plan to water and cultivate those trees into full maturity needs to be determined and adopted.
6. The environmental impact of wildlife habitats must be calculated and any tree removal scheduled so as not to disrupt spring/summer nesting.
7. Given the potential negative effects on canopy when trees are removed for sidewalk repair, a new ordinance to restrict property owners from removing any healthy trees on their property for non-sidewalk related reasons needs to be considered.
8. Identify a plan to fully implement sustainable tree-saving sidewalk designs including meandering sidewalks, bridging over existing roots, curb bump-outs and larger tree-wells. These were listed as options in the sidewalk repair motion of Nov. 30, 2016 (tree removal as a last resort), but none except tree removal have been put into practice as options. Results of any tests of alternative sidewalk approaches need to be recorded in the EIR and then publicized so that homeowners have these options to tree removal. Also, our urban forest could significantly increase water supplies for LA if the City and

property owners integrated permeable sidewalks designs, and these need to be promoted.

9. A thorough investigation into root pruning as an alternative to tree removal must be done. Urban Forestry proposed this approach to City Council as viable and reliable; and though it may not be widely known, the new administration at Urban Forestry says they do not want to use this method.
10. Every proposed tree removal must be fully publicized in advance with adequate time for due process and stakeholder participation to find alternate solutions to tree removal before any tree is removed.

From: [Mir, Tamseel](#)
To: [Herron, Will](#)
Subject: FW: SRP
Date: Monday, September 11, 2017 9:06:10 AM
Attachments: [image002.png](#)
[image003.png](#)

An email comment...

Please also save.

Thank you,
Tamseel

From: Shilpa Gupta [mailto:shilpa.gupta@lacity.org]
Sent: Monday, September 11, 2017 7:49 AM
To: Avila, Kim <Kim.Avila@icf.com>; Mir, Tamseel <Tamseel.Mir@icf.com>; Tim Mullen <tim@smartcomment.com>
Subject: Fwd: SRP

----- Forwarded message -----

From: Joan Temple <joanie.tee@gmail.com>
Date: Sunday, September 10, 2017
Subject: SRP
To: with SRP <Shilpa.Gupta@lacity.org>

Please vote for money to research which trees on Centinela in Mar Vista etc. can be saved.

In the long run, it saves money with beauty, cooler streets....

Thank you.

Joan Temple

Joanie.tee@gmail.com

--

Shilpa Gupta, MPA
Environmental Management | Environmental Supervisor I
Bureau of Engineering, Department of Public Works
1149 S. Broadway, Suite 600
Los Angeles, CA 90015
O: [\(213\) 485 - 4560](tel:(213)485-4560)



From: [Mir, Tamseel](#)
To: [Herron, Will](#)
Subject: FW: SRP
Date: Tuesday, September 12, 2017 8:48:40 AM
Attachments: [image002.png](#)
[image003.png](#)

Hi Will,

Please add this to our comments excel spreadsheet and save the email in the folder.

Thank you,

Tamseel

From: Shilpa Gupta [mailto:shilpa.gupta@lacity.org]
Sent: Tuesday, September 12, 2017 8:39 AM
To: Avila, Kim <Kim.Avila@icf.com>; Mir, Tamseel <Tamseel.Mir@icf.com>; Tim Mullen <tim@smartcomment.com>; Sidewalks City of Los Angeles <sidewalks@lacity.org>
Subject: Fwd: SRP

Shilpa Gupta, MPA
Environmental Management | Environmental Supervisor I
Bureau of Engineering, Department of Public Works
1149 S. Broadway, Suite 600
Los Angeles, CA 90015
O: [\(213\) 485 - 4560](tel:2134854560)



----- Forwarded message -----

From: **raphaele cohen-bacry** <rcohenbacry@gmail.com>
Date: Tue, Sep 12, 2017 at 7:17 AM
Subject: SRP
To: Shilpa.Gupta@lacity.org

Dear Shilpa,

I am a resident at Hancock Park Terrace and a year or so ago our Board was told that we should remove the city ficus trees and repair the badly damaged sidewalk in front of our complex on Melrose Ave. We had tried to get financing from the city but could not get anywhere and I think the Board was concerned that some passerby might get hurt. So we organized and paid for the whole project (9 huge beautiful trees were removed), including the replacement trees. That was a very expensive job for our small community, and on top of it this impacted the view of Melrose greatly. I believe this is not fair to us that we had to finance this job with no help since the trees are the city's property and this is a public the sidewalk that people use to wait for the bus and go to the public library. It put our community in an uncomfortable financial situation (special assessment, increase of HOA). Would you be kind enough to let me know if there is something you can do to help us recover some of the expenses?

Thank you,

Raphael Cohen-Bacry
[\(323\)960-0115](tel:(323)960-0115)
641 Wilcox Ave #3E
Los Angeles, CA 90004
rcohenbacry@gmail.com

From: [Mir, Tamseel](#)
To: [Herron, Will](#)
Subject: FW: SRP
Date: Wednesday, September 13, 2017 9:33:03 AM
Attachments: [image002.png](#)
[image003.png](#)

Please add this comment to the excel spreadsheet and save as a pdf.
Thank you!

From: Shilpa Gupta [mailto:shilpa.gupta@lacity.org]
Sent: Wednesday, September 13, 2017 9:30 AM
To: Avila, Kim <Kim.Avila@icf.com>; Mir, Tamseel <Tamseel.Mir@icf.com>; Tim Mullen <tim@smartcomment.com>
Subject: Fwd: SRP

Shilpa Gupta, MPA
Environmental Management | Environmental Supervisor I
Bureau of Engineering, Department of Public Works
1149 S. Broadway, Suite 600
Los Angeles, CA 90015
O: [\(213\) 485 - 4560](tel:2134854560)



----- Forwarded message -----
From: **September Forsyth** <gygcforsyth@gmail.com>
Date: Wed, Sep 13, 2017 at 9:25 AM
Subject: SRP
To: Shilpa.Gupta@lacity.org

Shilpa,

Thank you for taking the time to read my email.

I am a board member of the Greater Valley Glen Council and I'm writing to you today to make my voice heard as a proponent of the Alliance (NCSA) Trees Committee.

It is a travesty that our city continues to lose thousands of trees due to building, sidewalk repair and of course the drought, however, it's a much more dire situation that they are not being replaced. As you must know, a lack of tree canopy greatly affects the quality of air, creates a heat island, and affects both the visual beauty and livability of this great city of all of its citizens and natural wildlife.

When does this destruction stop? When is enough, enough?

Where I was born and raised up in Portland, Oregon, there are trees every two feet. Sure, you'll argue, the Pacific Northwest has a different climate and rain total. Yes,

that is true, but beyond this, there are dedicated residents and city officials that take to heart the livability of their city and the responsibility of the offices they hold to ensure that the community remains livable. Trees don't offer themselves! Churches and schools do fundraisers every year, to buy young trees and the community comes out in droves to help with the planting wherever they are needed. The tree program in Portland is ranked #1 in the country. It's more than climate; it's because people care and take pride in the community!

I have lived here for over 30 years and as each year goes by it just deteriorates on many levels. I can appreciate that the sidewalks are being repaired, but to not replace a tree with another is slapping paint on a wall without fixing the hole. Not all tree cause sidewalks to buckle and crack! Sadly, whoever made the choice to plant the wrong trees in the first place on our parking strips was not educated to make that decision.

Our decision-makers MUST consider immediately that they simply cannot look the other way any longer. Time is of the essence. The situation is not going to right itself. By not bringing life back to our community via trees these entities are lending their support and participation to the serious negative impact a lack of foliage/tree canopy brings to all citizens' quality of life. The current lack of canopy negatively impacts our air quality, diminishes greenhouse gas reduction, and increases the heat island effects which all directly impact the quality of life on numerous levels for everyone living in our city! And further, the environmental effects of increased air conditioning usage must also be calculated and human health risks must be addressed.

The Los Angeles City Council, The Sidewalk Repair Program and The Department of Urban Forestry Services cannot continue to blindly 'punch a clock' every day. They have a responsibility to each and every citizen of the City of Los Angeles to address this issue head on with a plan to turn it around. At some point, this reversal will be impossible. The time to act is today. It saddens me that they consider this their legacy.

With that, I close with the following:

1. A Master Tree Plan must be developed that does not remove trees too rapidly such that it creates a decline in air quality and an increase in the heat island effect. There should be no net loss to canopy during the sidewalk repair process. In view of the length of time it takes for a tree to grow tall, an aggressive planting schedule which includes new tree wells and green spaces may need to begin even before trees are removed.
2. To the greatest extent possible, sidewalk repair sites that do not necessitate tree removal must be prioritized and scheduled ahead of sites that are judged to require tree removal, in order to allow the City, citizens, environmentalists, and all others who are working to protect Los Angeles' trees and urban forest canopy to implement the measures, mitigations, and protections outlined above.
3. The aggressive non-aesthetic pruning of tall trees, or "topping" -- currently

the practice of Urban Forestry (which pays subcontractors \$180 a tree versus San Francisco that budgets \$1,000 for a large tree) -- must be factored into the assessment of decline of tree canopy. "Before" photos of recently-pruned trees are available on Google Maps and Google Earth. In addition to this uneven existing resource, however, the City needs to require the capture and publicly accessible online posting of good-quality "before" photos of topped trees, paired with same-POV "after" photos, by Urban Forestry.

4. Any tree replacements should be done strategically. Tree species that will grow tall enough to create canopy need to be identified as capable of thriving in this climate, and a plan to water and cultivate those trees into full maturity needs to be determined and adopted. As with topped trees, the City needs to require the capture and publicly accessible online posting of good-quality "before-removal" photos of trees, paired with same-POV "after-removal" photos, by Urban Forestry.

5. Before any trees are removed for sidewalk repair, a full tree inventory of street trees must be done by an independent professional entity and a tree master plan created. An actual field calculation must be done of how many canopy trees Urban Forestry expects will be removed for sidewalk repair, as well as how many new places exist for planting trees that are capable of reaching a height that contributes to tree canopy.

6. The environmental impact on wildlife habitats must be calculated and any tree removal scheduled so as not to disrupt spring/summer nesting.

7. Given the negative effects on canopy when trees are removed for sidewalk repair, a new ordinance to restrict property owners from removing any healthy trees on their property for non-sidewalk related reasons needs to be considered.

8. Identify a plan to fully implement sustainable tree-saving sidewalk designs including meandering sidewalks, bridging over existing roots, curb bump-outs and larger tree-wells. These were listed as options in the sidewalk repair motion of Nov. 30, 2016 (tree removal as a last resort), but none except tree removal has been put into practice as options. Results of any tests of alternative sidewalk approaches need to be recorded in the EIR and then publicized so that homeowners have these options to tree removal. Also, our urban forest could significantly increase water supplies and decrease stormwater pollution for L.A. if the City and property owners will integrate permeable sidewalks designs, and these alternatives need to be robustly promoted.

9. A thorough investigation into root pruning as an alternative to tree removal

must be done. Urban Forestry proposed this approach to City Council as viable and reliable; and though it may not be widely known, the new administration at Urban Forestry says they do not want to use this method.

10. Every proposed tree removal must be fully publicized in advance, with adequate time for due process and stakeholder participation to find alternative solutions to tree removal before any tree is removed.

11. To the greatest extent possible, sidewalk repair sites that do not necessitate tree removal must be prioritized and scheduled ahead of sites that are judged to require tree removal, in order to allow the City, citizens, environmentalists, and all others who are working to protect Los Angeles' trees and urban forest canopy to implement the measures, mitigations, and protections outlined above.

Thanks again for your time.

September Forsyth
septemberforsyth@mac.com
gvgcforsyth@gmail.com
[310-266-7639](tel:310-266-7639)



September 11, 2017

VIA EMAIL ONLY

Shilpa Gupta
Environmental Supervisor I
Bureau of Engineering, Environmental Management Group
City of Los Angeles, Department of Public Works
Shilpa.Gupta@lacity.org

RE: Community Forest Advisory Committee Comments on Sidewalk Repair Program Initial Study

Dear Ms. Gupta:

This letter serves as the City of Los Angeles Community Forest Advisory Committee (CFAC) comments on the Sidewalk Repair Program's (Program) Initial Study. Although some of the comments in this letter identify issues that should be addressed in the Program's Environmental Impact Report (EIR), others represent general comments on the Program that CFAC recommends be implemented by the City.

I. About CFAC

CFAC is an appointed committee that works with the City of Los Angeles (City) to promote and improve the City's urban forest. Members of CFAC are community representatives from each City Council District nominated by City Council members and appointed by the Mayor, and one member representing the Mayor's Office. CFAC's mission is to achieve "[a] healthy, safe, and enduring Los Angeles community forest ecosystem for the enjoyment and well-being of all."

II. Program's Impacts on Street Trees and Associated Environmental Impacts

The Program poses a number of implications for Los Angeles' natural ecosystem. The implications are primarily for the City's street trees, which are an important component of the City's infrastructure. Los Angeles' urban forest is a great asset to the City and its residents, but is sadly dwindling due to a number of factors, including the recent drought, pest impacts, and development. Los Angeles' urban forest and its canopy offer a number of significant benefits to

residents, including improving the health of residents, combating the effects of climate change, reducing the effects of air pollution, and reducing reliance on energy for cooling. Some of the most polluted and canopy-deficient areas in Los Angeles are in disadvantaged communities and there is a significant social equity component to this issue that should not be overlooked. It is imperative that the City of Los Angeles implement measures to preserve, sustain, and grow its urban forest. To that end, this objective should be an inherent component of the Program and specifically contemplated in the EIR.

III. CFAC's Comments to the Program's Initial Study

Given the impact the Program has on Los Angeles' urban forest, CFAC submits the following ten recommendations, not prioritized in any order, as comments to the Program's Initial Study:

(1) Increase Funding for the Urban Forestry Division (UFD).

The UFD assesses all street trees prior to removal for the Program. Therefore, the UFD plays a critical role in the Program's overall process. However, the budget for the UFD has not been significantly increased as a result of the Program. The Program is using an existing resource and straining its ability to sufficiently meet the needs of Program and its essential function to the City. Consequently, the UFD is unable to adequately address other issues and needs of Angelenos outside the Program. We recommend that the City increase the budget for the UFD to enable the UFD to support the Program.

(2) Create a Tree Inventory Database for the City of Los Angeles.

The Program's impact on our urban forest and overall ecosystem cannot fully be assessed until the number of tree removals is quantified. In order for the number of tree removals to be quantified, we first need an inventory of all street trees in the City. We recommend that a tree inventory database be created before any additional trees are removed. This goal is consistent with a goal set forth in the City's Sustainable pLAN 2015-2016 Report. Until such an inventory is created and we can quantify the number of street trees removed and replaced, there is no baseline analysis and the EIR will be incomplete. To that end, the City should pause implementation of the Program until the inventory is complete.

(3) Cease Removing Healthy Street Trees Until Completion of the EIR.

One of the purposes of CEQA is to: "[d]isclose to the public the significant environmental effects of a proposed discretionary project." The Program, on the other hand, is retroactively performing an EIR; i.e., performing an EIR after the Program has already begun implementation. Another purpose of CEQA is to: "[p]revent or minimize damage to the environment through development of project alternatives, mitigation

measures, and mitigation monitoring.” Given that the EIR is not anticipated to be completed until December 2018 --- almost 2 years after the Program was initiated and the first trees removed (with approximately 225 removals to date) --- we are concerned that the Program’s hasty implementation will create environmental impacts that could have been avoided and may not be readily mitigated. CFAC recommends that the environmental impacts of the Program be first fully assessed and the EIR completed before removing any additional healthy trees.

(4) Increase Tree Replacement Ratio.

We believe that the Program’s 2:1 replacement ratio is insufficient and recommend a 4:1 replacement ratio. The 4:1 replacement ratio will offer a more adequate canopy replacement and would be a more appropriate mitigation measure to the removal of mature trees. Further, the 4:1 replacement ratio will more likely result in no net loss of the City’s canopy. Last, CFAC recommends that the Program implement a notification process regarding the replacement trees where the City will notify the property owner, when feasible, and/or resident that a replacement tree will be planted in the parkway also City agrees to maintain the tree as part of its infrastructure indefinitely.

(5) Implement Best Management Practices.

CFAC recommends the implementation of the following best management practices for the Program: (i) The Program should not utilize the installation of root barriers; (ii) the Program should use 15-gallon trees instead of 24-inch box trees for replacement trees in residential neighborhoods; and (iii) there must be increased species diversity in trees used as replacement trees under the Program. With respect to the latter, we further recommend updating UFD’s approved tree list to remove medium to high water use trees and including low water use trees appropriate for the warming Los Angeles climate.

(6) Improve and Increase Transparency.

The BOE should make available to the public all data on the location of replacement trees. Improving and increasing transparency with respect to the Program will help bolster public support for the Program.

(7) Address Effects on Wildlife and their Habitats.

Although the Initial Study identifies that a substantial impact may occur on our City’s wildlife and their habitats, to our knowledge, no appropriate mitigation measures have been implemented to prevent or minimize this impact. We believe that the EIR must

assess in detail the Program's potential impacts on wildlife and their habitat, and recommend mitigation measures be implemented to minimize or prevent such impacts.

(8) Devise and Implement an Outreach and Educational Program.

The BOE is implementing an outreach program on the Program and its associated rebate program to encourage property owners to repair their sidewalks. However, BOE's outreach presentation does not address the effect the Program will have on street trees and its associated environmental impacts. The potential impact of the removal of street trees for the Program must be included in the BOE's presentation.

CFAC recommends that the BOE devise and implement a stronger outreach and educational program to educate Angelenos on the Program's impact on our ecosystem. The outreach and educational program should also include information on the benefits of street trees, including, but not limited to the benefits of preserving street trees and ensuring the health and survival of replacement trees.

(9) Perform Periodic Assessment of the Program's Environmental Impacts Following completion of EIR.

The list of environmental issues may expand as scientific knowledge regarding environmental issues develops. To that end, we recommend that periodic assessments of the environmental impacts of the Program be performed following the completion of the Program's EIR and until completion of the Program.

(10) Implement a Mechanism to Monitor and Ensure Survival of the Program's Replacement Trees.

Although the City is committing to watering Program replacement trees for the first 3 years after their initial planting, there is no system in place to ensure that property owners will water the trees and ensure their survival beyond this period. This is especially concerning given that best management practices consider the establishment period for a tree to be 5 years. In addition, the Program does not address restoring our canopy if the replacement trees do not survive.

CFAC believes that the City needs a long-term sustainability plan to address the monitoring and assurance of the survival of the Program's replacement trees. If the trees do not survive, the environmental impacts of the Program will be even greater than anticipated. We need a monitoring mechanism and the baseline data it will provide to ensure that the appropriate mitigation measures are implemented. Therefore, we believe it is imperative for the City to devise a long-term sustainability plan for our replacement trees, which should also include an enforcement plan.

IV. Concluding Remarks

CFAC supports the Program and its objective to create safe sidewalks for all Angelenos. We acknowledge the need to repair our distressed sidewalks and share in the noble goal of creating access for all persons. Our City faces many environmental issues that may impact the health and well-being of its citizens. The Program has the potential impact to exacerbate these issues if it does not implement a fully developed plan. CFAC believes that a long-term sustainability plan for the Program and our street trees should first be devised. This Program has the potential to transform Los Angeles for generations to come, and it should be done properly with a well-considered and fully developed process.

Thank you for considering CFAC's comments and allowing us the opportunity to engage in the dialogue on this important project.

Sincerely,

A handwritten signature in black ink, appearing to read "Ryan Allen". The signature is fluid and cursive, with the first name "Ryan" and the last name "Allen" clearly distinguishable.

Ryan Allen
Chair, Community Forest Advisory Committee

CC: Fernando Campos, Executive Officer, City of Los Angeles Board of Public Works

Jennifer Pope McDowell, Infrastructure Policy Analysis, Office of Los Angeles Mayor Eric Garcetti

September 14, 2017

Shilpa Gupta
Environmental Supervisor I
Bureau of Engineering, Environmental Management Group
City of Los Angeles, Department of Public Works
Shilpa.Gupta@lacity.org

RE: Comments on Sidewalk Repair Program

Dear Ms. Gupta:

On behalf of Los Angeles' urban forestry, sustainable landscaping, and green building communities, we are writing to comment on the Initial Study for the Sidewalk Repair Program.

Thank you for the work the Bureau of Engineering has done to provide a transparent process for resident commentary. The 30-year \$1.4 billion Willits settlement represents an unprecedented opportunity for the City of Los Angeles to make necessary changes to our current urban forest management practices as we increase sidewalk accessibility and safety.

We understand trees will often be removed to make necessary sidewalk repairs. This affords the City an opportunity to increase the tree canopy and resilience of our urban forest. Done right, this necessary investment can produce worthy returns on investment, such as:

1. Cool the city
2. Support our resilience in climate change
3. Protect our urban forest from infestation and disease
4. Support human health and wellness as well as biodiversity
5. Protect and/or increase property values and retail foot traffic

For this reason, we recommend the Environmental Impact Report address the following to ensure a healthy urban forest for all Los Angeles residents:

1. **No net loss of tree canopy:**
 - a. The tree replacement policy — at a minimum — needs to be 2:1 when trees have a canopy under 30 feet and should increase to 4:1 for trees over 30 feet. There should be a no-net-loss in canopy from sidewalk replacements and this ratio helps get the City there.
2. **Updating best management practices:**
 - a. **Removal of root barriers from planting detail:** The standard planting detail S-456-2 should be updated to completely remove the installation of root barriers.

Root barriers create a less stable root system for street trees increasing the potential for tree failure. They are expensive to install, and provide no assurance that it will prevent tree roots from growing under a sidewalk.

- b. **15 gallon size trees for residential plantings:** 15 gallon size trees provide a healthier root system when planted which decreases the time needed for the tree to establish its roots and lowers the time needed for supplemental watering. They are also roughly half the cost to plant and install than a 24' box tree, and will be equal in size two to three years after planting.
 - c. **Increase species diversity:** The current list of Los Angeles City approved street trees should be updated to remove trees that require a moderate amount of water. It should introduce native species that are well adapted to our current climate cycle. These trees are better positioned to adapt to climate change, resist disease and infestation. They also support biodiversity and, therefore, the health of our adjacent wild spaces.
3. **Tree inventory:**
- a. In order to properly manage our urban forest we should first know the current state of our urban forest. It has been roughly 20 years since Los Angeles has completed a tree inventory. It is imperative that this be included into the Sidewalk Repair Program so the full impact of the program can be understood and properly mitigated.
4. **Transparency to the public:**
- a. **Publicly available map of all removals and replacement locations:** As trees are removed and replaced, residents should be able to track where this work is being completed. Having a publicly accessible online platform will provide the transparency needed for residents to be confident the City is meeting the mitigation requirements established by the EIR.
5. **Tree Management:** In order to properly manage our urban forest we should first know the current state of our urban forest. It has been roughly 20 years since Los Angeles has completed a tree inventory. It is imperative that this be included into the Sidewalk Repair Program so the full impact of the program can be understood and properly mitigated
6. **Sustainable sidewalk designs:**
- a. Our urban forest could significantly increase water supplies for LA if the City integrated sustainable sidewalk designs and materials such as bioswales to capture stormwater, permeable paving options, and other green infrastructure opportunities. Other sustainable designs include meandering sidewalks, bridging over existing roots, curb bump-outs and larger tree-wells.

As the leaders of urban forestry in Los Angeles we strongly encourage the City of Los Angeles to study these issues in the EIR process, and make these changes to our current urban forest management. We look forward to continuing to work together on creating a healthy urban forest for the future of Los Angeles.

Sincerely,



Cassy Aoyagi

President

FormLA Landscaping, Inc



A handwritten signature in blue ink that reads "Kitty Connolly".

Executive Director

Theodore Payne Foundation for Wildflowers and Native Plants



Dominique Hargreaves

Executive Director-USGBC-LA



September 14, 2017

Shilpa Gupta, Environmental Supervisor I
City of Los Angeles Public Works, Bureau of Engineering
Environmental Management Group
1149 S. Broadway, Suite 600, Mail Stop 939
Los Angeles, CA 90015
Email: Shilpa.Gupta@lacity.org

SENT VIA EMAIL ONLY

RE: TreePeople Comments on City of LA Initial Study for the Sidewalk Repair Program (SRP)

Dear Ms. Gupta:

TreePeople welcomes the opportunity to submit comments on the Sidewalk Repair Program's (SRP) Initial Study. Given the SRP's potential impact to public health from losses in the City's street tree population, addressing urban forestry issues related to sidewalk repairs brings opportunities for deeper evaluation and updating of Citywide urban forestry practices. Therefore, while many of our comments relate specifically to the SRP, many also focus on the holistic view of how to improve the City's urban forest.

About TreePeople

Since 1973, TreePeople has been a visionary leader in developing solutions to pressing problems that impact the people, communities, economy, and ecosystems that support or are affected by Los Angeles. TreePeople's overarching goal is to play a pivotal role in helping create a critical mass tipping point amongst the local population, catalyzing a paradigm shift in our region's response to climate change and providing a global model for healthy, climate resilient cities. TreePeople catalyzes climate action throughout the region through its policy, research, community greening, and education work.

General Comments on Initial Study

TreePeople makes the following general recommendations on what the Environmental Impact Report should address together with the more specific recommendations that follow:

- Improve the current tree replacement ratio: The policy — at a minimum — needs to be 2:1 when trees have a canopy under 30 feet and should increase to 4:1 for trees over 30 feet. TreePeople believes there should be a no-net-loss in canopy from sidewalk replacements and this ratio helps get the City there. Additionally, TreePeople will continue to work with the City and other partners on a net increase in tree canopy outside of this particular sidewalk replacement program.

- Tree replacements should be done strategically: If trees have to be removed, the City needs to be strategic in what they are replace with. This is an opportunity to choose the appropriate replacement species to maximize the many benefits of trees, including fighting the urban heat island effect and impending extreme heat effects from climate change.
- Greenhouse gas and urban heat island impacts need more attention: The loss of our urban trees leads to a) increased heat b) more emissions due to loss of shade and an increased use of air conditioning. TreePeople believes these impacts need to be properly documented, accounted for and mitigated against.
- Public process and permitting: Blanket permits to remove trees do not work. Each tree needs to be evaluated on-site by an ISA certified arborist/municipal specialist who also holds a Tree Risk Assessment Qualification (TRAQ) at a minimum. These specialists should also follow American National Standards Institute (ANSI) standards for any tree management or maintenance. Additionally, the transparency from public hearings is critical for the public to have their say.
- Sustainable sidewalk designs: The City's urban forest could significantly increase water supplies for LA if the City integrated sustainable sidewalks designs such as bioswales to capture stormwater and other green infrastructure opportunities. Other sustainable designs including meandering sidewalks, bridging over existing roots, curb bump-outs and large tree-wells are also critical pieces to protect the urban forest.

Additional Recommendations for Initial Study: Citywide Urban Forestry Management Priorities

TreePeople respectfully shares the following recommendations for the City of LA to consider as they develop the Environmental Impact Report on the SRP, but also as it reviews its urban forestry priorities moving forward.

Priority 1: Stop the Decline of the Urban Forest by Upholding Best Management Practices

Mature Tree Maintenance, Health and Risk Avoidance

- a. **Proper Pruning Enforcement.** The City code directs that City employees and/or contractors pruning trees will adhere to International Society of Arboriculture (ISA) tree pruning guidelines and American National Standards Institute (ANSI) standards. If these guidelines and standards are adequately followed, they promote optimal and long-term tree health. However, it has been observed that these standards are frequently not followed for a variety of reasons, primarily related to staffing and lack of enforcement. Therefore, TreePeople recommends that UFD prioritize adequate levels of staffing that ensures rigorous upholding of and accountability to ISA and ANSI standards.

- b. **Qualified Contractors and On-Site Arborist.** While current policy directs the City to contract with the lowest qualified bidder, there have been issues with the quality of work done by contractors. Part of this can be addressed by the aforementioned recommendation regarding staff oversight and enforcement around tree pruning standards. We recommend additionally that all contractors shall have a Certified Arborist on site when pruning is being done. We also recommend that the tree workers performing cuts must be ISA Certified Tree Workers as a minimum certification. When poor pruning is reported by the public, a review of the contractor's work with the City should be conducted and their status reviewed, in addition to levying of appropriate penalties for damage to City infrastructure.
- c. **Proactive Management Plans for Pests and Diseases.** Part of urban forest management is addressing pests and diseases that damage and kill trees, which can lead to public hazards in terms of tree failure and subsequent private property damage and lost canopy. TreePeople recommends that the City have a comprehensive plan for dealing with the treatment, removal and proper disposal of diseased trees in the interest of public safety. City staff should also be regularly participating in regional (and, as appropriate, national) dialogues surrounding emerging pests and diseases and creating proactive recommendations for the treatment of these issues to share with Council and the Mayor's office. The City should be prepared to respond to these with the funding needed to protect the City's investment in these trees.
- d. **Enforcement and penalties for tree work performed by non-city contractors.** The damage and/or removal of healthy, mature trees always results in a loss of the benefits these trees provide to the community. The loss is exacerbated when the benefits trees provide over their lifetimes is taken into account. TreePeople recommends that when trees are damaged and/or removed inappropriately, there should be penalties that adequately compensate for the loss of those benefits to communities (see: Tree Replacement Ratio). Bureau of Street Services has improved the current practice by insisting replaced trees be bonded through the establishment period. However, additional financial compensation should be determined by the City for the damage caused to a piece of infrastructure (the tree) that the City has already invested in over time. These penalties should also be strict enough to provide a deterrent to repeat and excessive offenders, such as developers and billboard companies, who frequently absorb fines into the cost of doing business.
- e. **Deep Watering.** Past City decisions to suspend irrigation of public property trees in times of drought threaten tree health and put residents at risk from limb and/or tree failure. The practice of infrequent deep watering ensures trees receive adequate water for developing deeper, more drought-resilient root systems. TreePeople recommends that the City adopt a consistent practice of infrequent deep watering to ensure optimal tree health and public safety, regardless of drought conditions. Furthermore, the challenge of maintaining watering needs of urban trees provides an excellent opportunity for the City to continue expanding the use of recycled water, whether it be through

irrigation in areas that already have purple pipe or by using water tanks to water heritage, significant or large-stature trees that the City wants to preserve.

- f. **Staff Development.** The City must invest in the ongoing education of its staff to ensure practices are constantly refined according to best practices aligned with the urban forestry community. As a City with an unparalleled urban forest, in terms of size and number of trees, the City of Los Angeles has a responsibility to be a leader in the use of current best practices. Regular and active participation in the urban forestry community of practice through seminars, conferences, etc, prepares City staff to address new issues, as well as maintain a high level of service for all City trees and communities. Challenges to street tree health posed by sidewalk-tree root conflicts, as highlighted by the City's sidewalk repair program, serve as a prime example of a scenario in which City staff must be prepared to innovate and utilize best practices. TreePeople recommends that there is an adequate UFD annual budget allocation for staff development, as well as support of staff time for program modification, to ensure the City stays on the cutting edge of industry best practices.

Tree Removal and Replacement Issues

- a. **Updating the City's tree replacement ratio.** According to the 2008 *Los Angeles 1 Million Tree Canopy Cover Assessment*, Los Angeles already suffers from less-than-ideal 21% tree canopy coverage, especially considering the unequal distribution of canopy that leaves low-income and more industrialized City Council districts with coverage as low as 7-9% and subsequently less access to benefits from trees.¹ As such, tree planting strategies should be designed to achieve optimal public health and environmental benefits for communities. Therefore, as noted above, the tree replacement policy — at a minimum — needs to be 2:1 when trees have a canopy under 30 feet and should increase to 4:1 for trees over 30 feet. TreePeople believes there should be a no-net-loss in canopy from sidewalk replacements and this ratio helps get the City there. Additionally, TreePeople will continue to work with the City and other partners on a net increase in tree canopy outside of this particular sidewalk replacement program.
- b. **Community notification and engagement around tree removals.** As tree removals represent an irreversible, long-term impact on community health and aesthetics, there should be clear and early communication with residents with opportunities for them to provide input and have concerns addressed. One of the most frequent complaints heard by TreePeople staff is that trees are removed from the neighborhood landscape without public notification or opportunities for communities to provide input on the value and importance of preserving trees. We recommend that public engagement be significantly increased by the City, whether through additional trainings and increased collaboration

¹ E. Gregory McPherson, James R. Simpson, Qingfu Xiao, Chunxia Wu. *Los Angeles 1 Million Tree Canopy Cover Assessment (2008)*. United States Department of Agriculture, Forest Service, Pacific Southwest Research Station.

between Council office field staff, or through Urban Forestry staff that can more directly address this ongoing issue. Organized entities, such as Neighborhood Councils, serve as important community vehicles for distributing information related to tree removals and should be consulted as part of this process.

- c. **California Environmental Quality Act (CEQA) exemptions.** To date, many trees are removed under CEQA exemptions that do not require the City to study site-specific alternatives to tree removals or site specific mitigation measures. The City should reconsider their current policy on CEQA exemptions and address the ways that removing trees impacts the health of communities and the environment. TreePeople supports the recommendations submitted in January 2016 by CFAC to the Board of Public Works re: Draft CEQA Procedure for Street Removals (Draft Procedure). These recommendations urge the City to adopt standards that require consideration of the following prior to designating street tree removals as CEQA exempt: 1) whether or not trees are being removed in low canopy areas of the City, and; 2) redefining the term “stand” as used in the Draft Procedure to consider lack of other nearby tree canopy and number of trees/cumulative canopy being removed.
- d. **Limiting tree removals and improving decision-making support.** As each urban tree represents a large investment by the City in environmental, economic, and health benefits, each removal should be considered carefully and no healthy tree should be removed unnecessarily. Given the complex nature of decisions to remove trees, TreePeople recommends more City staff be Tree Risk Assessor Qualified (TRAQ) certified, per International Society of Arboriculture (ISA) standards. TRAQ certification would ensure that any UFD staff responsible for assessing trees for removal are well trained in a standardized and systematic framework for assessing tree risks and benefits to communities that will support decisions to remove trees.
- e. **Protecting against removal of healthy trees on private property.** Both legal and illegal development on private property frequently leads to removal of healthy trees, which often are not adequately replaced. As the public right-of-way typically offers limited growing space for trees, trees on private property play a substantial role in nurturing canopy growth that provides significant protective health benefits. LADWP’s investment in the planting of trees on private property through City Plants enrollment and adoption programs, as well as the 2008 canopy analysis done by Dr. Greg MacPherson of the USDA Forest Service, reinforces the importance of this planting space.² The City should look to other municipalities like Pasadena that have effective policies in place that support the protection of canopy on private property. The City should also evaluate how trees are pruned or removed on private property as a result of utility conflicts and ensure this work adheres to industry best practices.

²Los Angeles 1 Million Tree Canopy Cover Assessment (2008).

Priority 2: Creating a 21st Century Urban Forestry Management Vision for Los Angeles

While the strict implementation of best management practices is critical for stopping the decline of our urban forest's health, LA must go further by planning today for the urban forest we will need to protect residents from the impacts of climate change. City leaders have an opportunity to maximize public investments by developing a comprehensive vision for urban forestry that links Citywide goals and funding streams to the range of social and environmental benefits that a healthy, equitably-distributed tree canopy provides. The following recommendations detail what TreePeople believes are fundamental elements and strategies for City leaders to include in a visionary urban forestry management plan.

Updating the City of LA Tree Inventory to Create Canopy Goals

Tree inventories are an essential tool in urban forest management to monitor trends in tree health, track removals, identify new planting sites, schedule proper pruning cycles, strategically plan for canopy increases, and much more. Inventories older than ten years are considered outdated, and yet the City's current street tree inventory is 20 years old (produced in 1996). TreePeople urges the City to update its inventory to ensure that City departments are adequately resourced for urban forestry management planning. We are pleased that this is a stated goal for the City, and are eager to support this effort to update this critical resource.

A hallmark of visionary urban forestry planning is the identification of a tree canopy coverage (TCC) goal to drive planting priorities based on need and opportunities to maximize benefits. In 2008 the City had a study assessing the status and potential for increased TCC done for the Million Trees LA initiative. New technologies such as LIDAR data and other tools could provide additional insights into current canopy and planting potential. Assessing the current level of TCC and mapping all potential sites for accommodating increased TCC citywide equips the City with critical data necessary for engaging in a strategic planning process that identifies areas in highest need of increased TCC. Furthermore, this data would empower the City to maximize investments in expansion of TCC by quantifying the City's capacity to reduce urban heat, mitigate poor air quality, and manage flooding.

Create Pathways for a Robust Urban Forest

- a. Creating an equity-driven planting prioritization framework.** The 2008 TCC assessment for the Million Trees LA initiative revealed patterns of unequitable canopy distributions across the City of LA: Los Angeles City Council Districts 9, 8 and 15 possessed the lowest percentages of canopy cover throughout the entire city (7-11%), while Council Districts 2, 4 and 5 had the highest percentages of canopy cover (27-37%).³ These districts with lowest percentages of canopy represent lower median household incomes (with Council Districts 8 and 9 as the two lowest in the city) whereas those with the highest percentage of canopy represent some of the highest median

³ "Los Angeles 1 Million Tree Canopy Cover Assessment."
https://www.fs.fed.us/psw/publications/documents/psw_gtr207/psw_gtr207.pdf

household incomes per district.⁴ This ultimately translates to lower income neighborhoods, which are frequently comprised of majority communities of color, receiving substantially less of the benefits that trees provide than neighborhoods of greater economic means.

Canopy distribution is at its core an environmental justice issue, and it is the City of LA's obligation to ensure that all of its residents have equal access to trees that can clean their air and protect them from health- and life-threatening heat exposure. As such, TreePeople recommends that the City prioritize with urgency the development of an equity-driven framework that will drive the strategic prioritization of tree planting for communities that suffer disproportionately from lack of TCC. Layering updated TCC data with data on heat and health vulnerability should be a critical component of this effort to ensure that the City of LA is protecting its most vulnerable residents from associated health impacts.

- b. Updating urban planning practices to accommodate tree planting.** Both the 2008 analysis and current planting plans and protocol have not addressed the need for City planning to practices to better accommodate urban forestry. Urban forestry professionals agree that the trees that provide the highest value and return on investment are large-stature trees. The City should look for opportunities to strategically increase the size of planting locations, particularly in heavily urbanized parts of the City that lack TCC. The City already makes tremendous investments in tree planting: tree stock, site preparation, permitting and inspection, establishment care, and long term maintenance of the tree. By focusing on finding planting locations for fewer but larger stature trees, the City could deliver substantially more benefits to communities for a potentially smaller inventory to be managed.

This type of strategy would require that the City prioritize its tree infrastructure in new development. This prioritization is becoming increasingly important as the City moves forward with the sidewalk repair program which, in its current iteration, will be removing many trees that are too large for their locations and replacing them with small trees at a 2:1 ratio. Planning for larger tree wells and planting sites allows the City to avoid future root/sidewalk conflicts while increasing canopy. While we are aware that the City has already increased the minimum tree well size from 4'x4' to 4'x6', TreePeople is recommending that the City should prioritize identifying locations where trees that need 8'x8', 10'x10' or even larger minimum specifications could be accommodated. While this constitutes a departure from business as usual, given the public health threats that face the City we believe this is imperative. Achieving greater TCC via planting larger trees is also aligned with Great and/or Complete Streets and other sustainability goals and will require collaboration across City departments.

⁴ "2016 Los Angeles City Council Districts Economic Report." Los Angeles Area Chamber of Commerce. http://events.lachamber.com/sbaweb/events/evite/16_BeaconReport-FINAL.pdf

Planting the Next Generation of LA's Urban Forest

- a. **Tree species selection.** While Los Angeles' climate zone can accommodate the growth of many different kinds of trees, the careful selection of tree species is crucial to avoiding infrastructure conflicts and ensuring trees provide long term benefits to communities. Planting sites should be carefully evaluated to determine the most appropriate species (i.e. right tree, right place), and consider a range of factors including but not limited to: selecting the largest appropriate species for an available planting space; climate zone; water use; parkway size; spacing; growth patterns; biogenic emissions; root damage potential; habitat value; soil type and compaction of the planting location; and utility constraints. Tree selection lists should be regularly reviewed and updated to reflect current research, best practices and urban canopy priorities.
- b. **Tree stock.** The City's current specifications for "standard trees" allow for compromised branch structure, and thus represent a lower quality stock that prevents newly planted urban trees from either surviving their establishment periods or growing to their full potential to achieve maximum benefits. The healthiest stock possible should be used, with good branch structure, to ensure the healthiest trees possible from the establishment period through maturity. Whenever possible, the smallest tree stock appropriate should be planted, which is typically 15 gallon. Nursery stock selected for planting within the City should follow the nursery specification guidelines laid out in the "Guideline Specifications for Selecting, Planting and Early Care of Young Trees," put out by Brian Kempf and Ed Gilman supported by Cal ReLeaf, CalFire, WISA, and the Urban Tree Foundation.⁵ The trunk diameter per pot size should follow the specifications in "Guideline Specifications for Nursery Tree Quality."⁶
- c. **Nursery relationships/contracts.** The City can facilitate optimal tree stock by developing relationships with nurseries and seeking opportunities to fund contract growing. Contract growing allows the City to proactively plan for and have access to optimal species, rather than be limited by species available at the time of planting. This is particularly important as the urban forestry community of California learns more about appropriate species for our changing climate. Contract growing also allows greater control of quality of nursery stock.
- d. **Species diversity.** Diversity of species enhances urban forest resiliency in the face of pests, diseases and other environmental factors. Any planting plans should include a consideration of species diversity based on industry standards. Right now, that industry standard dictates that no more than 10% of any species, no more than 20% of any genus, and no more than 30% of any family should be planted. However, it's important to follow changes in standards as they continue to evolve. Los Angeles already is one of the most diverse urban forests and should continue to be so. The State of the Street

⁵http://www.fire.ca.gov/resource_mgt/downloads/CALFIRE_Nursery_Standards_and_Specs11_12.pdf

⁶ http://ufei.calpoly.edu/files/pubs/NurseryTreeSpecs10_13.pdf

Tree Report also addresses the industry BMP around species diversity. A proactive planting plan would help the City incorporate this BMP.

- e. **Age diversity.** The State of the Street Trees Report gives the City a “D” grade on Age Diversity. One of the recommendations of the Report is to increase tree planting, which TreePeople fully supports. Healthy and resilient urban forests contain trees of all ages, and as such we recommend consistent annual plantings to promote age diversity. The City’s management plan should include funding and support for ongoing planting citywide to ensure the presence of trees across all phases of the life cycle.
- f. **Establishment care.** The infrequent rain in the region makes establishing new trees challenging, yet the investment in consistent care helps combat this challenge. Trees should be watered, weeded, mulched and have stakes and ties adjusted on a routine basis, and there should be investments in early structural pruning to avoid future hazards and reduce pruning costs down the line. The standards detailed by the “in-lieu fee” are exemplary and should be expanded to include other new trees planted in the City.
- g. **Concrete and/or metal tree well covers.** Overall, well covers compromise the health of our trees and can create hazards and losses of this City urban forest investments. They prevent water infiltration, hinder carbon dioxide and oxygen exchange that is critical to root health, and heavily compact the soil. Both metal and concrete well covers typically damage the trunk of a tree as it grows by limiting trunk expansion. Tree well covers are infrequently monitored and maintained for maximum trunk growth and lead to the regular girdling of trees. Instead of using concrete and/or metal tree well covers, we recommend the City consider the following:
 - Whenever possible, use mulch to fill tree wells. This requires semi-annual maintenance but enhances the health of planting locations. Putting several inches of mulch in tree wells increases the water holding capacity of the well and adds nutrients to the soil over time. This practice better promotes the health of trees and additionally can contribute to higher rates of transpiration and associated cooling benefits they provide.
 - When it is not feasible to use mulch, TreePeople reluctantly recommends the use of decomposed granite (DG) to backfill tree wells. DG forms a near impervious layer over the soil around the tree and adds no nutrient value to the soil, which is why mulch should be the preferred choice of the City, but DG is preferable to the grates and concrete covers.
- h. **Root barriers.** Root barriers may prevent future damage to sidewalks, but they compromise a tree’s stability. The City should reconsider the use of root barriers and, ideally, eliminate their use. If the City is using root barriers predominantly to increase public confidence that due diligence is being done to avoid future root/sidewalk conflicts,



we urge the City to educate residents on the needs of trees and the ways that root barriers potentially compromise their benefits.

Ensure comprehensive planning and implementation

- a. **Creating more holistic urban forestry management.** Currently, urban forestry management does not fall under the purview of any one City of LA entity, and as such a variety of City entities (Recreation and Parks, LADWP, Urban Forestry Division, Department of Planning, and more) oversee different aspects of tree planting and maintenance. To enhance coordination around urban forestry issues throughout the City, TreePeople recommends a robust analysis of the many City departments that oversee realms of urban forestry to clarify the roles, authorities, and resources that each department possesses. Identified City entities should then be convened to develop a process for identifying shared planning and funding coordination goals around comprehensive urban forestry management.
- b. **Multi-benefit planning and funding coordination.** Given the many social and environmental benefits a healthy urban forest provides, coordinated governance around urban forestry should also engage City and County entities that are not directly responsible for overseeing trees, but derive benefits from them. This could include but is not limited to agencies that oversee: public health, water quality, water supply, flood management, and transportation. This level of coordination not only provides pathways for co-planning and funding projects, but could also facilitate sharing of best practices and technical knowledge that can create efficiencies in problem-solving.
- c. **Linking City goals to urban forestry.** There are a variety of existing local and regional plans that identify important overarching sustainability, mobility, and public health goals which include or are complementary to urban forestry goals -- such as the Sustainability pLAN, Enhanced Watershed Management plans, Mobility Plan 2035, the Resilience Strategy, and many more. TreePeople recommends that City staff engage in an effort to identify the specific ways that these different plans can be coordinated to address the nexus of urban forestry with a range of issues, and also map associated existing and potential funding sources.

Priority 3: Enhancing Stakeholder Engagement and Public Education

- a. **Clear pathways for stakeholder input.** Stakeholders, such as the Community Forestry Advisory Committee (CFAC) and tree planting organizations like TreePeople, have the knowledge and practical experience to advise on urban forestry best management practices (BMPs) and policy. However, there is not always clarity around appropriate processes or forums for how stakeholders can engage and provide recommendations on specific items. Improving clarity around opportunities for input and pathways to UFD staff



will allow stakeholders to be more supportive and a greater resource in providing expertise, and advocating for the urban forest. UFD attendance to CFAC meetings is highly important, as well as regular quarterly engagement with other groups, like the local tree nonprofits and Neighborhood Councils.

- b. **Improving public education with the urban forest.** Investing in community education around the importance of trees and strategies for maintaining them is an important component for promoting comprehensive citywide urban forestry health. For over 40 years, TreePeople has demonstrated that when communities self-identify as valuing trees, they are more likely to support public investments in the urban forest and engage in behaviors that support tree health. Unfortunately, years of inadequate City investment in educating the public on the value of trees has exacerbated existing challenges faced in maintaining trees while undermining the public's role as a valuable resource. This has resulted in a lack of public support for new tree plantings and a resentment of existing large trees in some neighborhoods.

For the City's investments in the urban forest to be realized, we recommend the development of a robust public education⁷ effort that boosts communities' understandings of the roles that trees play in terms of public health, social cohesion, energy savings and environmental benefits. We recommend that the City look at using tools like the Community-Based Social Marketing (CBSM) methodology to develop a public education campaign around trees' roles in our community and basic tree care needs. It will be critical that any public education campaign address the public's perceived barriers and benefits to having trees in our communities, as well as include resources to support community contributions to a healthy urban forest. Furthermore, we urge that any public engagement and education efforts prioritize support for low-resource communities that suffer from lower TCC -- as these communities already receive disproportionately less benefits from trees, they should receive highest priority for support in growing their urban forest.

In closing, we hope that the above recommendations are considered helpful as the City not only develops the EIR for the Sidewalk Repair Program but also for its future urban forestry goals. We look forward to discussing the recommendations in further detail, and are eager to support any and all efforts to conduct this important work for the health of our urban forest.

Sincerely,

Deborah Weinstein Bloome
Senior Director of Policy and Research
TreePeople
12601 Mulholland Drive, Beverly Hills, CA 90210
818-623-4887; dbloome@treepeople.org

⁷ While there are many examples of urban forestry public education models to reference, one that TreePeople recommends studying is "Kentucky Has Roots": <http://www.kyroots.org/>



Building A Better Community

Bel Air-Beverly Crest Neighborhood Council

PO Box 252007 Los Angeles, CA 90025

Office 310-479-6247

www.babcnc.org

September 14, 2017

Shilpa Gupta, Environmental Supervisor I
City of Los Angeles Public Works, Bureau of Engineering
Environmental Management Group
1149 S. Broadway, Suite 600, Mail Stop 939
Los Angeles, CA 90015-2213
Shilpa.Gupta@lacity.org

Re: Comments on Sidewalk Repair Program EIR Initial Study

Dear Ms. Gupta,

Thank you for the opportunity to comment on the Initial Study for the Sidewalk Repair Program's (Program) Environmental Impact Report.

The Bel Air-Beverly Crest Neighborhood Council represents the City of Los Angeles hillside communities stretching from Sunset Blvd. to Mulholland Drive, and from the I-405 to Laurel Canyon.

While supporting the importance of safe and accessible sidewalks for all City residents, there is increasing community concern at the environmental impacts of mass tree removals across the City as a part of the Program at a time when Los Angeles is facing ongoing challenges to its urban forest through drought, invasive pests, development, and lack of maintenance through reduced funding for the Urban Forestry Division. Further damage to our already insufficient and threatened urban forest canopy will have inevitable effects on the public health of all Angelenos, wherever they live, and send the City in the wrong direction in its efforts to address the effects of climate change and implement sustainability solutions.

We submit the following comments and recommendations:

1. Halt tree removals until EIR completed: The City should stop removing healthy street trees in its implementation of the Program until the SRP EIR is completed and alternative methods and materials to maximize tree retentions citywide have been fully considered and analyzed.

OFFICERS

President
Robin Greenberg
Vice President
Nickie Miner
Treasurer
Lonnie Mayfield
Secretary
Robert Ringler

COMMITTEES

Executive
Bylaws, Rules and Elections
Planning and Land Use
Outreach and Education
Public Safety/Disaster Preparedness
Traffic Committee

STAKEHOLDER GROUPS

Bel-Air Crest Master Association
Bel Air Hills Association
Bel Air Ridge Association
Benedict Canyon Association
Casiano Estates Association
Laurel Canyon Association
Holmby Hills Homeowners Association
Residents of Beverly Glen
RESIDENTIAL DISTRICTS
Bel Air District

Bel Air Glen District
Beverly Park Estates District
Franklin-Coldwater District
North of Sunset District

OTHER

At-Large Members
Commercial or Office Enterprise Districts
Custodians of Open Space
Faith-Based Institutions
Public & Private Schools

2. If removals continue, preserve existing trees wherever possible: If the Program continues with tree removals while the EIR is in process, then, whenever possible, viable existing trees should be preserved, and their growing spaces and conditions improved, if feasible, through the introduction of sustainability features. Tree removal should be viewed as a last resort. Mass removals of entire street blocks or rows of trees for project convenience or cost savings are short-sighted and will result in long-term costs for residents and the City as a whole. Each tree should be evaluated individually, on-site, by an ISA-certified arborist/municipal specialist who also at minimum holds a Tree Risk Assessment Qualification (TRAQ).

3. Increase tree replacement ratio: There should be no net loss of canopy as a result of the Program. Trees should be replaced at a minimum ratio of 2:1. When a tree's canopy exceeds 30 feet, the replacement ratio should be 4:1.

4. Update best management practices:

a) **Remove use of root barriers from Standard Plan S-456-2:** Use of root barriers results in decreased root system stability. Root barriers are costly to install, raise the risk of tree failure, and do not reliably prevent growth of tree roots under sidewalks.

b) **Use 15-gallon trees for residential plantings:** 15-gallon trees are significantly less expensive than 24"-box-size trees, result in a healthier tree with lower establishment watering needs, and will match the size of a planted 24"-inch box tree within a few years.

c) **Update City's list of approved trees/increase species diversity:** The City's list of approved tree species for planting should be reviewed. New species that are low-water-use and will be more adaptive to warming conditions due to climate change should be added to the approved list, and higher-water-use trees should be removed.

5. Complete a Tree Inventory: The City should complete a tree inventory, which is a basic urban forest management tool the City currently lacks, and without which there is no known baseline from which to assess the Program's impacts on the urban forest. The last inventory was completed in 1991.

6. Create an Urban Forest Master Plan: The City should create an Urban Forest Master Plan, another essential urban forest management tool the City currently lacks.

7. Give timely public notice of proposed tree removals: All proposed tree removals should be notified well in advance to local residents, council district offices, and neighborhood councils, as well as to the general public via a City web page. The timeline should be sufficient to allow public participation, such as the consideration and discussion of alternatives to tree removal.

8. Disclose tree replacement locations: A frequently updated publicly accessible online tracking system and map should be available to provide data on tree replacements, specifying the locations of replacement trees, to give the public confidence that the City is meeting mitigation requirements.

9. Install sustainable features: Green infrastructure features such as curb cuts, bioswales, and larger tree wells should be integrated into reengineered sections of the City's sidewalks, to increase the overall benefits to the City of its expenditure on the Sidewalk Repair Program.

10. Increase funding to the Urban Forestry Division: The budget of UFD should be increased so that the Division's ability to continue to perform its existing work is not compromised and diminished through the use of its resources in serving aspects of the Sidewalk Repair Program.

11. Address effects on wildlife habitats and wildlife: Effects on wildlife and their habitats need to be quantified by appropriately qualified specialists, and mitigation measures identified to prevent or minimize negative impacts. For example, tree removals should not occur during nesting season.

12. Revise the Bureau of Engineering's outreach presentation: The BoE's current public outreach presentation on the SRP (and the rebate program for property owners) insufficiently addresses the extent and manner in which street trees and the City's urban forest as a whole will be impacted by the SRP. Revised public outreach materials should explain the many ways in which the City's urban forest is important, the environmental and public health impacts of tree losses, and the benefits of retaining existing street trees and ensuring the survival of newly planted replacement

trees. Alternative methods and materials that will allow the preservation of existing trees should be well-publicized to residents and business owners. Information about the availability of green infrastructure components should likewise be well-publicized.

13. Periodically assess environmental impacts until program completion: Given the length of the Program, periodic reassessments of environmental impacts should take place, along with consideration of incorporation of newly available mitigation measures, and advances in alternative sidewalk repair methods and materials.

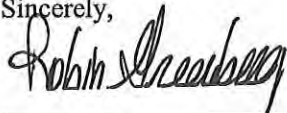
14. Monitor and ensure the survival of the replacement trees: The establishment period of a tree is generally accepted to be five years. The City has committed to a compromise 3-year watering period for SRP replacement trees. Watering after that time by property owners is not guaranteed. Survival of the replacement trees is essential to restoration of the City's tree canopy and mitigation of ecosystem impacts. Their health and survival should be monitored and ensured.

15. Quantify health effects of tree losses: The EIR should quantify the health effects on the City's residents of loss of trees and tree canopy as a result of the SRP if it continues on its present course.

16. Study alternative methods and materials for sidewalk repair: Professional specialists in sidewalk repair practices should be consulted for expert opinions and analysis of viable alternatives to tree removals, as well as advice on the implementation of added-benefit green infrastructure during sidewalk repairs and replacements. The sidewalk repair methods and materials used in environmentally progressive cities such as Portland and Seattle, which have addressed the same issues in recent years, should be reviewed to identify smart solutions and best practices. Sustainable design alternatives include such methods as meandering sidewalks, bridging over existing roots, curb bump-outs, larger tree-wells, and permeable sidewalk designs.

In conclusion: The Willits settlement provides an important opportunity for Los Angeles not only to create accessible and safe sidewalks for its residents, but to support the City's much vaunted sustainability goals by undertaking the Program in a careful, informed, and well-considered way in order to maximize its benefits and minimize its harms.

Sincerely,



Submitted by Robin Greenberg, President
Bel Air-Beverly Crest Neighborhood Council
rgreenberg@babnc.org
310-968-0605

cc:

Councilmember Paul Koretz, Council District 5 paul.koretz@lacity.org

Councilmember David Ryu, Council District 4 david.ryu@lacity.org

Mayor Eric Garcetti mayor.garcetti@lacity.org

City Attorney Mike Feuer mike.n.feuer@lacity.org

Kevin James, President, Board of Public Works kevin.james@lacity.org
board@babnc.org

From: [Mir, Tamseel](#)
To: [Herron, Will](#)
Subject: FW: SRP
Date: Friday, September 15, 2017 5:20:44 PM
Attachments: [image002.png](#)
[image003.png](#)

FYI. Another comment.

Thank you,
Tamseel

From: Shilpa Gupta [mailto:shilpa.gupta@lacity.org]
Sent: Friday, September 15, 2017 5:19 PM
To: Tim Mullen <tim@smartcomment.com>; Avila, Kim <Kim.Avila@icf.com>; Mir, Tamseel <Tamseel.Mir@icf.com>
Subject: Fwd: SRP

Shilpa Gupta, MPA
Environmental Management | Environmental Supervisor I
Bureau of Engineering, Department of Public Works
1149 S. Broadway, Suite 600
Los Angeles, CA 90015
O: [\(213\) 485 - 4560](tel:2134854560)



----- Forwarded message -----

From: Eddy Spralja <Edspralja@cox.net>
Date: Fri, Sep 15, 2017 at 4:48 PM
Subject: SRP
To: shilpa.gupta@lacity.org

Hi Shilpa,

Sidewalk/curb repair in San Pedro that is very badly needed.

The curbs on the 300 block of West 11th Street, between Mesa and Center are very torn up by the City's construction of the sewer lines in the streets.

Corner handicap curb, on the NW corer of Cabrillo Ave and 17th St.

The Alley way next to Dana middle-school.

The sidewalk in front of my house (1739 Vallecito Dr, San Pedro, CA) is raised up by the city's trees.

Thanks

Eddy Spralja

From: [Mir, Tamseel](#)
To: [Herron, Will](#)
Subject: FW: Attorney Client Privilege. SRP-Native American Comment
Date: Friday, September 15, 2017 5:26:18 PM
Attachments: [image002.png](#)
[image003.png](#)

[Another one.](#)

From: Shilpa Gupta [mailto:shilpa.gupta@lacity.org]
Sent: Friday, September 15, 2017 5:23 PM
To: Mary Decker <mary.decker@lacity.org>
Cc: Avila, Kim <Kim.Avila@icf.com>; Mir, Tamseel <Tamseel.Mir@icf.com>; Tim Mullen <tim@smartcomment.com>
Subject: Attorney Client Privilege. SRP-Native American Comment

Hi Mary,

Please review the comment from the Gabrielino Tongva Nation and advise.

See you next week!

Have a nice weekend.

Shilpa Gupta, MPA

Environmental Management | Environmental Supervisor I

Bureau of Engineering, Department of Public Works

1149 S. Broadway, Suite 600

Los Angeles, CA 90015

O: [\(213\) 485 - 4560](tel:(213)485-4560)



----- Forwarded message -----

From: sam dunlap <samdunlap@earthlink.net>
Date: Fri, Sep 15, 2017 at 3:25 PM
Subject: SIDEWALK REPAIR PROGRAM - ENVIRONMENTAL REVIEW COMMENTS
To: shilpa.gupta@lacity.org

Shilpa Gupta, Environmental Supervisor 1
Los Angeles Bureau of Engineering
Environmental management Group
1149 S. Broadway, Suite 600, Mail Stop 939
Los Angeles, CA 90015

Dear Mr Gupta,

This submission of comments centers on the Cultural Resources (V) & Tribal Cultural Resources (XVII) sections as described in the Initial Study Environmental Checklist document for the proposed Sidewalk Repair Program.

After review of the document it is apparent that a potentially significant impact may occur to the cultural

resources of the Gabrielino Tongva Nation. It is the request and recommendation of the Gabrielino Tongva Nation that adequate mitigation measures be implemented during subsurface construction activity associated with the proposed project that would protect and preserve the archaeological and cultural items that may be uncovered during ground disturbing construction activity.

Since the Gabrielino Tongva Nation has cultural affiliation to ALL areas that are outlined in the proposed project area maps, the Gabrielino Tongva Nation requests that tribal monitors selected by our tribe be on site to monitor all construction activity associated with the project. The tribal monitors of the Gabrielino Tongva Nation will have cultural affiliation with the project area.

I request to be contacted to facilitate a Native American monitoring component for this proposed project.

Sincerely,

Sam Dunlap
Cultural Resource Director
Gabrielino Tongva Nation
[\(909\) 262-9351](tel:9092629351) cell

From: [Mir, Tamseel](#)
To: [Herron, Will](#)
Subject: FW: SRP
Date: Friday, September 15, 2017 5:33:58 PM
Attachments: [image002.png](#)
[image003.png](#)

[One more...](#)

From: Shilpa Gupta [mailto:shilpa.gupta@lacity.org]
Sent: Friday, September 15, 2017 5:20 PM
To: Tim Mullen <tim@smartcomment.com>; Avila, Kim <Kim.Avila@icf.com>; Mir, Tamseel <Tamseel.Mir@icf.com>
Subject: Fwd: SRP

Shilpa Gupta, MPA
Environmental Management | Environmental Supervisor I
Bureau of Engineering, Department of Public Works
1149 S. Broadway, Suite 600
Los Angeles, CA 90015
O: [\(213\) 485 - 4560](tel:(213)485-4560)



----- Forwarded message -----
From: **Craig Plestis** <craig.plestis@gmail.com>
Date: Fri, Sep 15, 2017 at 4:23 PM
Subject: SRP
To: Shilpa.Gupta@lacity.org

This for the street Laurel Hills Road. Our street is a disaster and has no area to walk to our local school. All the side walk type area are covered in holes.
Please put us on your repair list.
Best
Craig
[818-400-9688](tel:818-400-9688)

From: [Mir, Tamseel](#)
To: [Herron, Will](#)
Subject: FW: Comments BOE IS SRP Safe Sidewalk Repair Program due 9.15.2017
Date: Friday, September 15, 2017 5:34:33 PM
Attachments: [image002.png](#)
[image003.png](#)

Sorry. I'm forwarding as I receive them.

From: Shilpa Gupta [mailto:shilpa.gupta@lacity.org]
Sent: Friday, September 15, 2017 5:20 PM
To: Avila, Kim <Kim.Avila@icf.com>; Tim Mullen <tim@smartcomment.com>; Mir, Tamseel <Tamseel.Mir@icf.com>
Subject: Fwd: Comments BOE IS SRP Safe Sidewalk Repair Program due 9.15.2017

Shilpa Gupta, MPA
Environmental Management | Environmental Supervisor I
Bureau of Engineering, Department of Public Works
1149 S. Broadway, Suite 600
Los Angeles, CA 90015
O: [\(213\) 485 - 4560](tel:(213)485-4560)



----- Forwarded message -----

From: **Joyce Dillard** <dillardjoyce@yahoo.com>
Date: Fri, Sep 15, 2017 at 4:20 PM
Subject: Comments BOE IS SRP Safe Sidewalk Repair Program due 9.15.2017
To: "Shilpa.Gupta@lacity.org" <Shilpa.Gupta@lacity.org>

You state:

Because the proposed Project is considered a maintenance project that is replacing existing sidewalk with new sidewalk (original purpose of facility), MS4 Permit redevelopment requirements do not apply. a result, no post--construction BMPs or hydromodification requirements are anticipated.

Bureau of Sanitation is responsible for the LA Regional Water Board's MS4 permit. That permit requires several Enhanced Watershed Management Programs (by watershed) which include sidewalk improvements and stormwater infiltration.

If stormwater collected is stored under the streets, how will this affect the sidewalks.

Where are the Sediment Management studies?

Joyce Dillard

P.O. Box 31377
Los Angeles, CA 90031

Appendix A3

Scoping Outreach Summary

Commenter	Comment	Date and Time of Comment Entered in Database	Section of EIR Where Issue Will Be Addressed
Aannee Bussayabuntoon	The city side walk and the driveway of 2009 N.Commonwealth ave.were broken and so dangerous to the children who walk to school of Franklin Avenue School and the seniors.Please repair them as soon as possible I myself cannot drive for my whole life there for the broken is the drivers who had the turned their cars on my drive way and big tree at the city side walk.	9/15/2017 11:17	Please visit https://sidewalks.lacity.org/
Adam Greenfield	The sidewalk on the Clinton Ave. side of my house (corner of Clinton and Lillian Way) is buckling and is greatly impeding pedestrian traffic including a neighbor who has MS and is unable to get by the damaged area. Also, several people have injured themselves walking there. Thank you, Adam Greenfield	9/15/17 11:24 AM PT	Please visit https://sidewalks.lacity.org/
Alex Walter	THE ISSUE: Not only are many miles of Los Angeles sidewalks in poor condition they are also overgrown with considerable vegetation and/or other obstructions. See the attached example photos - 6 photos on 2-sheets. REQUESTED IMMEDIATE ACTION: An immediate prerequisite to the Sidewalk Repair Program should be rigorous, zero tolerance, enforcement of Los Angeles Municipal Code SEC. 56.08 and SEC. 56.12 etc. In the past there has been little enforcement; therefore, the current overgrowth condition will make performing the Sidewalk Repair Program more difficult and expensive that it would be with rigorous enforcement of Los Angeles Municipal Code SEC. 56.08 and SEC. 56.12 etc. Before the Sidewalk Repair Program even begins the City should enforce existing Municipal Code & Ordinances including SEC.56.08 SIDEWALKS - STREET - OBSTRUCTIONS (See Attached with example photographs). Vegetation growth over public sidewalks has become a significant impediment to enjoyable and safe pedestrian traffic. The City should impose a zero tolerance stance against sidewalk overgrowth and obstructions. Shilpa Gupta . . . Please include existing Sidewalk Vegetation Overgrowth in the Sidewalk Repair Program Environmental Review documents and meetings. More rigid enforcement of SEC. 56.08. SIDEWALKS - STREETS - OBSTRUCTIONS should be happening now and in the future. ...Alex Walter 6440 Drexel Ave Los Angeles CA 90048-4706 USA Voice & Text Cell: 720-448-4008 email: alexw@alexwalter.com Sent with Mailtrack	9/13/2017 0:00	Chapter 2.0 Project Description
alexandra beattie	The sidewalk on the east side of the 900 block of South Ridgely drive is impossible to navigate with a wheelchair or stroller. The specific area is in front of 908 South Ridgeley Drive. There is also a patch along 5601 West 9th street which is also impossible to navigate for wheelchairs or strollers. Thank you!	7/31/2017 12:23	Please visit https://sidewalks.lacity.org/
Alison Kalinski	The Southeast corner on Beachwood and Beverly is not compliant with the Americans w Disabilities Act. There is no ramp or cut away on the curb which makes it impossible for those in wheelchairs to cross the street there and difficult for strollers and children on scooters and bicycles too. as a result people have to cross at the 1st driveway but cars turn the corner fast and may not see pedestrians there. i have requested this repaired several times over the past few years. Thank you.	9/12/2017 16:39	Please visit https://sidewalks.lacity.org/
Alison Kendall	I am a professional planner and AICP member and I cannot imagine the reason for which a Sidewalk Repair Program aimed at bringing LA sidewalks into compliance with the Americans with Disability Act and other basic laws and standards for essential access and pedestrian safety could possibly be subject to a full EIR under CEQA. This seems like the kind of fundamental responsibility of government which should be exempt from CEQA. This is particularly true in a city like LA where sustainable, environmentally benign modes of travel like walking and bicycling are not given nearly the same priority as vehicular traffic flow and convenience. I urge you to expedite the review and to get on with these long delayed repairs to provide legally required ADA accessibility and safety from traffic injury to our most vulnerable roadway and sidewalk users.	9/08/17 5:25 PM PT	
Amanda Weinstock	Please consider repairing the very dangerous sidewalk/road area on front of my house. Very dangerous with potential for slipping and also West Nile. I have been trying to get this addressed by the city for TEN YEARS but no one will help me. Thanks.	9/9/2017 13:07	Please visit https://sidewalks.lacity.org/
Amy Lackow	I applied for the sidewalk repair program when it was first introduced - and was given an ok. I contacted Kirkorian's office and they were helpful. However, the list of approved contractors was ridiculous, I called several with no answer the websites were not working. It is a good program but the city needs to help more with vetting the contractors on the list. I gave up, I was willing to front the money myself and get the rebate from the city. Also, from the website it seems like most sidewalks will be minor repair when mine came through it was over \$12,000.00 from the pictures I thought it would be around \$2,000. You need to make the program a lot simpler not everyone is a contractor or knows one.	9/15/17 4:24 PM PT	Please visit https://sidewalks.lacity.org/
Ana Santacruz	Any tree removal necessary to accomplish the task must follow with an increase in tree canopy density and ratio most appropriate for the space. Include TreePeople as key advisors in the implementation of this plan.	9/13/17 1:16 PM PT	Chapter 2.0 Project Description, Chapter 3.3 Biological Resources
annpaul Paul	I reported a sidewalk badly in need of repair (the west side of Western Blvd between Los Feliz and Franklin) and got a notice that it was taken care of. However the work was shoddy and didn't cover some of the biggest holes. I was very disappointed and wondered if any one checks on the work done.	9/11/17 3:57 PM PT	Please visit https://sidewalks.lacity.org/
Ashley Ranshaw	The sidewalk on Greenleaf in front of Sherman Oaks Elementary is badly in need of repairs and dangerous to parents and students.	9/11/17 5:32 PM PT	Please visit https://sidewalks.lacity.org/
Baharak Shahidi	Portions of Los Feliz sidewalks have been uprooted by more than 12 inches! These include Hillhurst and Vermont Ave. with the great amount of foot traffic entering Griffith park and the Greek, we find it very dangerous to walk. I have fallen several times spraining my wrist The city has paid out a tremendous amount of money for accidents pertaining to these specific sidewalks. Please address this issue.	9/11/17 7:34 PM PT	Please visit https://sidewalks.lacity.org/
Barbara Cheen	I am hoping the sidewalk repair is not limited to "side walks" but streets that are part of hillside neighborhoods. We live in the hills of Sherman Oaks and the street at the bottom of Weslin is perpetually filled with standing water, debris,and trash, all of which is a danger to health. What can we do to clean up the standing water and debris? I have lived in this neighborhood for more than 20 years and have never seen the area cleaned up. The cross streets are Oak Canyon and Weslin Avenue. Thank you for the opportunity of stating this claim.	9/11/17 4:30 PM PT	Please see Chapter 2.0 Project Description, Please visit https://streetsla.lacity.org/
Barbara Hayden	Sidewalk needs to be leveled in one place.	9/11/17 4:20 PM PT	Please see Chapter 2.0 Project Description
Barbara Ross	It appears that trees are producing the most damage to the sidewalks. Before billions of dollars are spent in repairing these sidewalks, maybe a plan should be outlined to replace/remove the trees first. Trees are not necessary for a sidewalk to be implemented. The trees could be removed and replanted in a property instead to provide shade. The trees are also creating a large amount of debris from dead and fallen branches/leaves. I have noticed in the city of Sherman Oaks, this debris is left and makes the city look unclean.	9/11/17 4:10 PM PT	Chapter 2.0 Project Description, Chapter 3.3 Biological Resources

Barbara Volk	Our family has lived here on Del Valle Drive almost 40 years. It would be wonderful to be able to walk on the sidewalk in front of our house without worrying about tripping on the huge slab of concrete that has been lifted up about 3" or more because of the root of one of our street trees. I'm 70 years old and taking a fall would not be good. The entire length of the southern side of Del Valle is in desperate need of repair! And the curbs of our really old neighborhood of Carthay Circle are not any better either. The neighborhood is a designated Historical Preservation Overlay Zone but our sidewalks and curbs give it a shabby look. We all hope the city can get repairs done in our lifetime.	9/10/17 3:56 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Barri Clark	It's not always the grossly distorted chunks of pavement that cause danger. I have often tripped on one inch irregularities. And fallen on my knees and palms as I did just two weeks ago on Willoughby.	9/13/17 7:36 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Barry Johnson	HI. BARRY JOHNSON. AND I'M WITH THE STUDIO CITY NEIGHBORHOOD COUNCIL TRANSPORTATION COMMITTEE. AND OUR PRESIDENT KNOWS I'M HERE TONIGHT, BUT I'M REALLY SPEAKING FROM SOME OF MY OWN PERSONAL OBSERVATIONS. LAST WEEK, TWO OF MY NEIGHBORS, EACH WITH 50 FOOT FRONTAGE, REPLACED THEIR SIDEWALK. THEY LIVE NEXT DOOR TO EACH OTHER; SO IT WAS A HUNDRED FEET OF SIDEWALK. IT WAS IN THE PROGRAM WHERE THEY PAY PART OF IT AND THE CITY PAYS PART. ONE OF THE NEIGHBORS HAD TWO HUGE MAGNOLIA TREES THAT NEVER SHOULD HAVE BEEN PLANTED IN THE PARKWAY, AND THE OTHER PERSON HAS A SYCAMORE TREE. BOE TAGGED ALL THREE OF THEM FOR BEING TAKEN OUT. THE SYCAMORE TREE REALLY DIDN'T HAVE MUCH OF A PROBLEM IN TERMS OF SIDEWALK. AND I SAID TO MY NEIGHBOR, WHO'S OUR NEIGHBORHOOD COUNCILMAN? I SAID, "JOHN, YOU -- YOU SHOULD APPEAL THIS. THERE'S NO REASON YOUR SYCAMORE NEEDS TO COME OUT. YES, THE OTHER TWO NEED TO COME OUT, BUT NOT THIS ONE." WE APPEALED, AND THEY RELENTED. THE POINT I'M TRYING TO MAKE IS, I FEEL BOE COULD TAKE A LESSON FROM THE CITY OF BURBANK, WHERE THEY'RE DOING SIDEWALK REPAIR ALL THE TIME OVER THE LAST DECADES WHEN WE HAVE NOT, AND YOU RARELY SEE A TREE TAKEN OUT. THEY DO ROOT PRUNING ALL THE TIME, SUCCESSFULLY. AND IT'S LIKE WHEN I DRIVE THROUGH THERE, I NEVER SEE A TREE THAT'S STARTING TO FALTER, THEY ARE UP BECAUSE THERE'S A NEW SIDEWALK THERE BECAUSE OF ROOT PRUNING. SO I WOULD REALLY LIKE TO REEVALUATE HOW YOU DETERMINE HOW YOU'RE GOING TO TAKE OUT A TREE OR NOT. AND THE SECOND THING I JUST WANTED TO BRIEFLY SAY FROM MY EXPERIENCE ON NEW SIDEWALKS IS THAT, FROM THE STANDARD SPECIFICATIONS PERMIT MANUAL FROM BOE, IT SAYS, AND I QUOTE, "WHEN NEW SIDEWALK IS CONSTRUCTED ADJACENT TO EXISTING SIDEWALK, SCORING LINES SHALL CORRESPOND TO THE EXISTING SCORING." AND I'VE BEEN THROUGH THIS TWICE NOW IN MY NEIGHBORHOOD. AND THESE ARE THE SCORING MARKS THAT CREATE THE SQUARES IN YOUR SIDEWALK. AND NOBODY SEEMS TO KNOW WHAT I'M TALKING ABOUT. BUT I POINTED OUT TO BRETT MCREYNOLDS, WHO'S IN CHARGE OF SIDEWALKS IN THE VALLEY, WHO WROTE ME BACK SAYING, "YES. YOU'RE RIGHT. I'M GOING TO TELL ALL MY INSPECTORS THIS." BUT THEY'RE NOT DOING IT UNLESS SOMEONE LIKE ME HAPPENS TO SEE WHAT THEY'RE DOING AND SAY, "YOU BETTER PUT THOSE SCORING MARKS BACK IN AND MATCH UP WITH THE SIDEWALK ON EITHER SIDE." SO I REALLY HOPE YOU WILL PURSUE THAT. AND IT IS AN ORDINANCE THAT NO ONE IS PAYING ANY ATTENTION TO.	8/14/17 12:00 AM PT	Comment noted. Please see Chapter 2.0 Project Description.
Barry Levine	Stop removing healthy, mature trees to repair sidewalks. Use a flexible, semi-permeable, recycled plastic, computer-designed segments 3-D printed to work around roots of old growth trees. Let engineering determine slopes to meet ADA compliance. Stop replacing concrete with more concrete. If the goal of the city is to increase tree canopy, stop removing healthy trees. IF LA IS REALLY INTERESTED IN PRESERVING THE TREE CANOPY, I WOULD SUGGEST VERY STRONGLY THAT THEY STOP CUTTING DOWN MATURE TREES TO REPLACE CONCRETE SIDEWALKS WITH MORE CONCRETE.\u0183 THE CONCRETE IS NOT FLEXIBLE, IT CRACKS AS YOU CAN SEE IN ALL THESE PICTURES.\u0183 WE'VE BEEN USING CONCRETE FOR THE WHOLE HISTORY OF THE CITY, AND I THINK IT'S TIME FOR THE CITY OF LOS ANGELES TO LOOK AT ALTERNATIVES TO CONCRETE SIDEWALKS. MY SUGGESTION WOULD BE TO COME INTO THE 21ST CENTURY WITH 3D PRINTED, SEMIPERMEABLE, FLEXIBLE PLASTIC SIDEWALKS THAT CAN BE INSERTED IN SEGMENTS AND REPLACED IN SEGMENTS IF NECESSARY, BE SOMEWHAT FLEXIBLE SO THAT THEY CAN WORK AROUND THE ROOTS OF THE TREES THAT ARE HERE MATURE. I LIVE IN THE SOUTH ROBERTSON COUNCIL, AND ON CADILLAC BOULEVARD LAST OCTOBER THREE TIPUANA TIPU TREES WERE REMOVED THAT WERE 80 FEET TALL AND HEALTHY BECAUSE THERE WAS AN ADA COMPLAINT AND THE SIDEWALK COULDN'T BE REPAIRED WITHOUT REMOVING THE TREES. I WENT TO THE BOARD OF PUBLIC WORKS AND SAID, THIS IS THE BEGINNING OF A SLIPPERY SLOPE.\u0183 EVERY SIDEWALK ON CADILLAC IS DAMAGED, AND THAT MEANS YOU'RE GOING TO TAKE OUT ALL THE TREES. AND KEVIN JAMES LOOKED AT ME AND SAID, OH, NO, IT DOESN'T MEAN THAT ALL. WELL, LAST MONTH THERE WAS A SIGN ON 18 MORE OF THOSE TREES THAT THEY ARE GOING TO BE REMOVED AND THAT STILL LEAVES TWO MORE BLOCKS AND ANOTHER 18 TREES THAT THE CITY IS PROUDLY GOING TO WANT TO REMOVE. THESE ARE 80 FEET TALL, THEY'RE 70 YEARS OLD, THEY'RE HEALTHY, AND THEY SHOULDN'T BE REMOVED JUST SO WE CAN REPLACE SIDEWALKS THAT NOBODY WALKS ON ANYHOW. I WOULD SUGGEST WE FIND AN ALTERNATIVE THAT FITS ADA COMPLIANCE AND I'M SURE WITH THIS HUGE STAFF THAT'S EVIDENT HERE, LIKE THREE TIMES THE NUMBER OF PARTICIPANTS, THAT THE STAFF CAN COME UP WITH AN ADA COMPLIANT SIDEWALK THAT IS NOT MADE OUT OF CONCRETE, THAT WOULD FLEX AND WOULD SAVE SOME OF THESE MILLIONS OF TREES THAT WE'RE LOSING IN THE CITY OF LOS ANGELES. THANK YOU FOR LISTENING.	8/09/17 12:00 AM PT	Comment noted. Alternative construction materials are discussed in Chapter 3.9, Land Use. See Chapter 2.0, Project Description.

Bel Air-Beverly Crest Neighborhood Council	<p>1. Halt tree removals until EIR completed: The City should stop removing healthy street trees in its implementation of the Program until the SRP EIR is completed and alternative methods and materials to maximize tree retentions citywide have been fully considered and analyzed. 2. If removals continue, preserve existing trees wherever possible: If the Program continues with tree removals while the EIR is in process, then, whenever possible, viable existing trees should be preserved, and their growing spaces and conditions improved, if feasible, through the introduction of sustainability features. Tree removal should be viewed as a last resort. Mass removals of entire street blocks or rows of trees for project convenience or cost savings are short-sighted and will result in long-term costs for residents and the City as a whole. Each tree should be evaluated individually, on-site, by an ISA-certified arborist/municipal specialist who also at minimum holds a Tree Risk Assessment Qualification (TRAQ). 3. Increase tree replacement ratio: There should be no net loss of canopy as a result of the Program. Trees should be replaced at a minimum ratio of 2: 1. When a tree's canopy exceeds 30 feet, the replacement ratio should be 4: 1. 5. Complete a Tree Inventory: The City should complete a tree inventory, which is a basic urban forest management tool the City currently lacks, and without which there is no known baseline from which to assess the Program's impacts on the urban forest. The last inventory was completed in 1991. 6. Create an Urban Forest Master Plan: The City should create an Urban Forest Master Plan, another essential urban forest management tool the City currently lacks. 7. Give timely public notice of proposed tree removals: All proposed tree removals should be notified well in advance to local residents, council district offices, and neighborhood councils, as well as to the general public via a City web page. The timeline should be sufficient to allow public participation, such as the consideration and discussion of alternatives to tree removal. 8. Disclose tree replacement locations: A frequently updated publicly accessible online tracking system and map should be available to provide data on tree replacements, specifying the locations of replacement trees, to give the public confidence that the City is meeting mitigation requirements. 9. Install sustainable features: Green infrastructure features such as curb cuts, bioswales, and larger tree wells should be integrated into reengineered sections of the City's sidewalks, to increase the overall benefits to the City of its expenditure on the Sidewalk Repair Program. 10. Increase funding to the Urban Forestry Division: The budget of UFD should be increased so that the Division's ability to continue to perform its existing work is not compromised and diminished through the use of its resources in serving aspects of the Sidewalk Repair Program. 11. Address effects on wildlife habitats and wildlife: Effects on wildlife and their habitats need to be quantified by appropriately qualified specialists, and mitigation measures identified to prevent or minimize negative impacts. For example, tree removals should not occur during nesting season. 13. Periodically assess environmental impacts until program completion: Given the length of the Program, periodic reassessments of environmental impacts should take place, along with consideration of incorporation of newly available mitigation measures, and advances in alternative sidewalk repair methods and materials. 14. Monitor and ensure the survival of the replacement trees: The establishment period of a tree is generally accepted to be five years. The City has committed to a compromise 3-year watering period for SRP replacement trees. Watering after that time by property owners is not guaranteed. Survival of the replacement trees is essential to restoration of the City's tree canopy and mitigation of ecosystem impacts. Their health and survival should be monitored and ensured. 15. Quantify health effects of tree losses: The EIR should quantify the health effects on the City's residents of loss of trees and tree canopy as a result of the SRP if it continues on its present course. Revise the Bureau of Engineering's outreach presentation: The BoE's current public outreach presentation on the SRP (and the rebate program for property owners) insufficiently addresses the extent and manner in which street trees and the City's urban forest as a whole will be impacted by the SRP. Revised public outreach materials should explain the many ways in which the City's urban forest is important, the environmental and public health impacts of tree losses, and the benefits of retaining existing street trees and ensuring the survival of newly planted replacement trees. Alternative methods and materials that will allow the preservation of existing trees should be well-publicized to residents and business owners. Information about the availability of green infrastructure components should likewise be well-publicized. Study alternative methods and materials for sidewalk repair: Professional specialists in sidewalk repair practices should be consulted for expert opinions and analysis of viable alternatives to tree removals, as well as advice on the implementation of added-benefit green infrastructure during sidewalk repairs and replacements. The sidewalk repair methods and materials used in environmentally progressive cities such as Portland and Seattle, which have addressed the same issues in recent years, should be reviewed to identify smart solutions and best practices. Sustainable design alternatives include such methods as meandering sidewalks, bridging over existing roots, curb bump-outs, larger tree-wells, and permeable sidewalk designs. Update best management practices:: a) Remove use of root barriers from</p>	9/14/17 12:00 AM PT	Comment noted. Please see Chapter 2.0 Project Description, Chapter 3.8 Hydrology and Water Quality, Chapter 3.3 Biological Resources, Chapter 3.6 Greenhouse Gas Emissions. Alternative construction materials is discussed in Chapter 3.9 Land Use and Planning.
Berel Wilhelm	This is great !	8/01/17 8:29 AM PT	Comment noted.
Bernadette Sale	Side walks in this neighborhood are in need of repair, or cleanup from illegal dumping of garbage, oil and grease. Tree roots have obstructed walkways. Cement chunks are missing.	9/11/2017 17:11	Comment noted. Please visit https://sidewalks.lacity.org/
Bernice Colman	I am very much in favor of this project. I am aware that it might cause irreparable harm to some selected trees. This project will not damage ALL the trees on any one street only some. However the possible serious injury to pedestrians both able bodied and disabled could be life threatening. Trees can be replanted. The over grown tree roots also impact the sewer lines and personal property such as fences, gates buildings. I recently had to repair a gate that had been impacted by the tree roots next door. Luckily I was able to do that easily, this time. In the future it might not be so easy and could require replacing all the fencing, which would be very costly.	8/30/17 5:24 PM PT	Comment noted. Please see chapter 2.0 Project Description.
Betty Jung	Severely raised and uneven sidewalks are obvious to pedestrians, so they are inclined to be very careful walking in those areas, However, when the unevenness is less obvious, e.g. 1-inch, it can be a greater trip & fall hazard because because it is less obvious and it is very easy for unsuspecting pedestrians to trip -- Therefore smaller lifts in sidewalk are a danger to pedestrians and should not be ignored and should be repaired as quickly as possible.	9/13/2017 12:22	Comment noted. Please see Chapter 2.0, Project Description
Blake Clausen	I live on Mayview Drive. The cross street is De Longpre. We don't have sidewalks on our street but the street is in dire need of repair. It's dangerous for people walking and for cars trying to drive up the incline. You have repaved the streets in my parents neighborhood twice but never touched our neighborhood. Please come take a look!	9/11/17 4:18 PM PT	Please see Chapter 2.0 Project Description, Please visit https://streetsla.lacity.org/
Brant Gordon	I see that the sidewalks along Centinela are being repaired. It seems like this street has been almost continually under some kind of construction for almost 4 years, and I'm wondering if all of this work is being done with regards to any kind of sustainable vision for Los Angeles. At a massive expense the metro was built with a stop on Bundy, and yet the only way to get there if you live any distance away is by car or bus. Why, with all of this construction, is a bike lane not being installed and Centinella and Bundy? This seems like a major opportunity to start taking this city to the next level in providing transportation options and making the metro more accessible to people who are likely to use it.	9/15/17 10:07 PM PT	Comment noted. Please see Chapter 2.0, Project Description
Brooke Eaton	Jefferson Blvd east of Lincoln. Sidewalks are crumbling thanks to the tree roots.	9/15/17 1:10 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/

Bureau of Sanitation	Hello Shilpa, Please let me know if you would be able to tell me the status of an ADA compliance issue at a specific address in Councilman Wesson's district. The compliance issue involves two curb ramps located at the south-east and south-west corners of Sawyer and Shenandoah Streets (1900 Shenandoah Street). Curb ramps were installed at the north-east and north-west corners of the same intersection, but for some reason construction crews missed the south side of the intersection. Residents have been requesting ramps at this intersection for over two years, including via MyLA311, but no ramps have been constructed thus far. Please let me know if these two corners are scheduled for repair. Thank you for your assistance! -- Nat Isaac Environmental Engineering Associate I Solid Resources Support Services Division Bureau of Sanitation City of Los Angeles (213) 485-3593	7/31/17 12:00 AM PT	Comment noted. Please visit https://sidewalks.lacity.org/
C Lee	Please repair sidewalk on the east side of ingelwood between Washington and culver. Also add a pedestrian cross midway on ingelwood.	9/14/17 1:48 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Caltrans - Office of Regional Planning	Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project would repair and upgrade sidewalks and curb ramps throughout the City Of LA. Street tree removals and replacements, along with utility relocations may be needed. Based on review, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities. However, if construction truck traffic is expected to cause delays on the State facility, Please forward a truck/traffic construction management plan to Caltrans for review. In the Spirit Of mutual cooperation, Caltrans staff is available to work with your planners and traffic engineers for this project, if needed. If you have any questions regarding these comments, Please contact project coordinator Ms. Miya Edmonson, at (213) 897-6536 and refer to GTS# LA- 2017-01043ME	8/21/17 12:00 AM PT	Comment noted. Please see Chapter 3.12 Transportation/Traffic
Cara Adams	My husband and I are senior citizens and we both have knee replacements. Our 2 dogs need to be walked 2 times a day, and having safe sidewalks are a must. Fixing the sidewalks would prevent unnecessary law suits.	9/11/17 4:07 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Carol Harrison	Our sidewalk has been in disrepair since before 2000. I frequently use a wheelchair and cannot traverse my street. I contacted the city numerous times before giving up. I spoke to an arborist who said trimming the roots too close to our magnificent magnolia would kill the tree, which would be a tremendous and unacceptable loss. contacted the city to get a waiver to create a ramp over the roots or a curve into our front lawn. We were told an inspector would be out to talk to us. No one ever came out. Paul Koretz' office was not helpful. I'm at a loss on how to proceed. I would be happy to forward my correspondence with Paul Koretz' office and with the arborist if you can provide an email address.	9/10/17 3:15 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Carrie Hayward	I too feel that the City needs to consider that the overzealous removal of mature trees in the name of sidewalk repair may have even more adverse consequences, including raising the temperature of all the dwellings on the street and blighting the landscape. I too feel that the City needs to consider that the overzealous removal of mature trees in the name of sidewalk repair may have even more adverse consequences, including raising the temperature of all the dwellings on the street and blighting the landscape. For example, the City has proposed removing 2 mature ficus trees on our street that have barely caused the sidewalk to rise an inch. Yet they cool this portion of the street by 10-20 degrees and hide the bare, reflective concrete facade of a giant apartment building that occupies half the block. Removing these trees will have a far more negative impact than the 1-inch incline they currently cause in the sidewalk.	9/12/17 3:41 PM PT	Comment noted. Please see Chapter 2.0, Project Description and Chapter 3.6 Greenhouse Gas Emissions, and Chapter 3.15 Energy
Cassy Aoyagi	1. No net loss of tree canopy: a. The tree replacement policy -- at a minimum -- needs to be 2:1 when trees have a canopy under 30 feet and should increase to 4:1 for trees over 30 feet. There should be a no-net-loss in canopy from sidewalk replacements and this ratio helps get the City there. 2. Updating best management practices: a. Removal of root barriers from planting detail: The standard planting detail S- 456-2 should be updated to completely remove the installation of root barriers. 2 Root barriers create a less stable root system for street trees increasing the potential for tree failure. They are expensive to install, and provide no assurance that it will prevent tree roots from growing under a sidewalk. b. 15 gallon size trees for residential plantings: 15 gallon size trees provide a healthier root system when planted which decreases the time needed for the tree to establish its roots and lowers the time needed for supplemental watering. They are also roughly half the cost to plant and install than a 24' box tree, and will be equal in size two to three years after planting. c. Increase species diversity: The current list of Los Angeles City approved street trees should be updated to remove trees that require a moderate amount of water. It should introduce native species t 3. Tree inventory: a. In order to properly manage our urban forest we should first know the current state of our urban forest. It has been roughly 20 years since Los Angeles has completed a tree inventory. It is imperative that this be included into the Sidewalk Repair Program so the full impact of the program can be understood and properly mitigated. 4. Transparency to the public: a. Publicly available map of all removals and replacement locations: As trees are removed and replaced, residents should be able to track where this work is being completed. Having a publicly accessible online platform will provide the transparency needed for residents to be confident the City is meeting the mitigation requirements established by the EIR. 5. Tree Management: In order to properly manage our urban forest we should first know the current state of our urban forest. It has been roughly 20 years since Los Angeles has completed a tree inventory. It is imperative that this be included into the Sidewalk Repair Program so the full impact of the program can be understood and properly mitigated 6. Sustainable sidewalk designs: a. Our urban forest could significantly increase water supplies for LA if the City integrated sustainable sidewalk designs and materials such as bioswales to capture stormwater, permeable paving options, and other green infrastructure opportunities. Other sustainable designs include meandering sidewalks, bridging over existing roots, curb bump-outs and larger tree-wells. 3 As the leaders of urban forestry in Los Angeles we strongly encourage the City of Los Angeles to study these issues in the EIR process, and make these changes to our current urban forest management. We look forward to continuing to work together on creating a healthy urban forest for the future of Los Angeles.hat are well adapted to our current climate cycle. These trees are better positioned to adapt to climate change, resist disease and infestation. They also support biodiversity and, therefore, the health of our adjacent wild spaces.	9/14/17 12:00 AM PT	Comment noted. Please see Chapter 2.0 Project Description, Chapter 3.3 Biological Resources, Chapter 3.14 Utilities, Chapter 3.9 Land Use and Planning.
Cheryl Minor	Van Noord Ave between Cumpston St. and Killian Ave. is in desperate need of sidewalk repair. The asphalt 'patches' that were done a few years ago will keep people from tripping on the cracked sidewalk, but as you look north on Van Noord Ave from the corner of Cumpston St. you can see the peaks in the cracked sidewalk that make navigation on this portion of sidewalk extremely difficult. It has become increasingly bad in the 21 years that I have lived here and, currently, the best analogy I can provide is that it reminds me of a black diamond ski slope!	9/13/17 8:07 AM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Christine Louise Mills	While I understand the need for sidewalk repair, loss of shade trees is especially devastating for lower income neighborhoods who do not enjoy the luxurious greenspaces and generous plantings of wealthier neighborhoods. In Elysian Valley people are already mourning the loss of trees that provided shade for our otherwise sun-baked Rec Center. It is essential that effective shade and beautification be implemented in a timely fashion especially in low income communities.	9/14/17 10:54 AM PT	Comment noted. Please see Chapter 3.3 Biological Resources
Christopher McKinnon	Please change out invasive trees like Ficus in a slow manner and replace 2 to 1 with California native species.	8/14/17 2:16 PM PT	Chapter 3.X Traffic and Transportation and Traffic Appendix X

Cleo Ray	GOOD EVENING. I'M CLEO RAY. AND I'M HERE AS A MEMBER OF THE WILITS CLASS ACTION LAWSUIT FOR THE SIDEWALK REPAIR. I SUBMITTED SIDEWALK REPAIR INFORMATION, AND IT WAS REJECTED. IT WAS SUBMITTED THROUGH ATTORNEY JENNY KIM (PHONETIC) FROM LEGAL AID AT WORK IN SAN FRANCISCO, CALIFORNIA. AND I READ IN THE JUNE NEWSLETTER OF COUNCIL DISTRICT , THAT SOMEONE HAD A SIDEWALK REPAIRED IN WESTCHESTER. AND I WANTED TO FIND OUT HOW THAT PERSON WAS ABLE TO GET HER SIDEWALK REPAIRED, AND AS A CLASS ACTION MEMBER, I WASN'T ABLE TO GET CENTINELLA, RIGHT OFF THE GREAT STREET OF VENICE, REPAIRED. AND THAT'S WHY I'M HERE THIS EVENING.	8/24/2017 0:00	Comment noted. Please visit https://sidewalks.lacity.org/
Community Forest Advisory Committee	<p>II. Program's Impacts on Street Trees and Associated Environmental Impacts The Program poses a number of implications for Los Angeles' natural ecosystem. The implications are primarily for the City's street trees, which are an important component of the City's infrastructure. Los Angeles' urban forest is a great asset to the City and its residents, but is sadly dwindling due to a number of factors, including the recent drought, pest impacts, and development. Los Angeles' urban forest and its canopy offer a number of significant benefits to 2 residents, including improving the health of residents, combating the effects of climate change, reducing the effects of air pollution, and reducing reliance on energy for cooling. Some of the most polluted and canopy-deficient areas in Los Angeles are in disadvantaged communities and there is a significant social equity component to this issue that should not be overlooked. It is imperative that the City of Los Angeles implement measures to preserve, sustain, and grow its urban forest. To that end, this objective should be an inherent component of the Program and specifically contemplated in the EIR.) Increase Funding for the Urban Forestry Division (UFD). The UFD assesses all street trees prior to removal for the Program. Therefore, the UFD plays a critical role in the Program's overall process. However, the budget for the UFD has not been significantly increased as a result of the Program. The Program is using an existing resource and straining its ability to sufficiently meet the needs of Program and its essential function to the City. Consequently, the UFD is unable to adequately address other issues and needs of Angelenos outside the Program. We recommend that the City increase the budget for the UFD to enable the UFD to support the Program. (2) Create a Tree Inventory Database for the City of Los Angeles. The Program's impact on our urban forest and overall ecosystem cannot fully be assessed until the number of tree removals is quantified. In order for the number of tree removals to be quantified, we first need an inventory of all street trees in the City. We recommend that a tree inventory database be created before any additional trees are removed. This goal is consistent with a goal set forth in the City's Sustainable pAn 2015-2016 Report. Until such an inventory is created and we can quantify the number of street trees removed and replaced, there is no baseline analysis and the EIR will be incomplete. To that end, the City should pause implementation of the Program until the inventory is complete. (3) Cease Removing Healthy Street Trees Until Completion of the EIR. One of the purposes of CEQA is to: "[d]isclose to the public the significant environmental effects of a proposed discretionary project." The Program, on the other hand, is retroactively performing an EIR; i.e., performing an EIR after the Program has already begun implementation. Another purpose of CEQA is to: "[p]revent or minimize damage to the environment through development of project alternatives, mitigation 3 measures, and mitigation monitoring." Given that the EIR is not anticipated to be completed until December 2018 --- almost 2 years after the Program was initiated and the first trees removed (with approximately 225 removals to date) --- we are concerned that the Program's hasty implementation will create environmental impacts that could have been avoided and may not be readily mitigated. CFAC recommends that the environmental impacts of the Program be first fully assessed and the EIR completed before removing any additional healthy trees. (4) Increase Tree Replacement Ratio. We believe that the Program's 2:1 replacement ratio is insufficient and recommend a 4:1 replacement ratio. The 4:1 replacement ratio will offer a more adequate canopy replacement and would be a more appropriate mitigation measure to the removal of mature trees. Further, the 4:1 replacement ratio will more likely result in no net loss of the City's canopy. Last, CFAC recommends that the Program implement a notification process regarding the replacement trees where the City will notify the property owner, when feasible, and/or resident that a replacement tree will be planted in the parkway also City agrees to maintain the tree as part of its infrastructure indefinitely.</p> <p>(5) Implement Best Management Practices. CFAC recommends the implementation of the following best management practices for the Program: (i) The Program should not utilize the installation of root barriers; (ii) the Program should use 15-gallon trees instead of 24-inch box trees for replacement trees in residential neighborhoods; and (iii) there must be increased species diversity in trees used as replacement trees under the Program. With respect to the latter, we further recommend updating UFD's approved tree list to remove medium to high water use trees and including low water use trees appropriate for the warming Los Angeles climate. (6) Improve and Increase Transparency. The BOE should make available to the public all data on the location of replacement trees. Improving and increasing transparency with respect to the Program will help bolster public support for the Program.(7) Address Effects on Wildlife and their Habitats. Although the Initial Study identifies that a substantial impact may occur on our City's wildlife and their habitats, to our knowledge, no appropriate mitigation measures have been implemented to prevent or minimize this impact. We believe that the EIR must 4 assess in detail the Program's potential impacts on wildlife and their habitat, and recommend mitigation measures be implemented to minimize or prevent such impacts. (8) Devise and Implement an Outreach and Educational Program. The BOE is implementing an outreach program on the Program and its associated rebate program to encourage property owners to repair their sidewalks. However, BOE's outreach presentation does not address the effect the Program will have on street trees and its associated environmental impacts. The potential impact of the removal of street trees for the Program must be included in the BOE's presentation. CFAC recommends that the BOE devise and implement a stronger outreach and educational program to educate Angelenos on the Program's impact on our ecosystem. The outreach and educational program should also include information on the benefits of street trees, including, but not limited to the benefits of preserving street trees and ensuring the health and survival of replacement trees. (9) Perform Periodic Assessment of the Program's Environmental Impacts Following completion of EIR. The list of environmental issues may expand as scientific knowledge regarding environmental issues develops. To that end, we recommend that periodic assessments of the environmental impacts of the Program be performed following the completion of the Program's EIR and until completion of the Program. (10) Implement a Mechanism to Monitor and Ensure Survival of the Program's Replacement Trees. Although the City is committing to watering Program replacement trees for the first 3 years after their initial planting, there is no system in place to ensure that property owners will water the trees and ensure their survival beyond this period. This is especially concerning given that best management practices consider the establishment period for a tree to be 5 years. In addition, the Program does not address restoring our canopy if the replacement trees do not survive. CFAC believes that the City needs a long-term sustainability plan to address the monitoring and assurance of the survival of the Program's replacement trees. If the trees do not survive, the environmental impacts of the Program will be even greater than anticipated. We need a monitoring mechanism and the baseline data it will provide to ensure that the appropriate mitigation measures are implemented. Therefore, we believe it is imperative for the City to devise a long-term sustainability plan for our replacement trees, which should also include an enforcement plan. 5 IV. Concluding Remarks CFAC supports the Program and its objective to create safe sidewalks for all Angelenos. We acknowledge the need to repair our distressed sidewalks and share in the noble goal of creating access for all persons. Our City faces many environmental issues that may impact the health and well-being of its citizens. The Program has the potential impact to exacerbate these issues if it does not implement a fully developed plan. CFAC believes that a long-term sustainability plan for the Program and our street trees should first be devised. This Program has the potential to transform Los Angeles for generations to come, and it should be done properly with a well-considered and fully developed process.</p>	9/11/17 12:00 AM PT	Thank you for your comment. Please see Chapter 2.0 Project Description, Chapter 3.2 Air Quality, Chapter 3.3 Biological Resources, Chapter 3.6 Greenhouse Gas Emissions, Chapter 3.7 Hazards and Hazardous Materials, Chapter 3.9 Land Use and Planning, Chapter 4 Comparison of Alternatives
Craig Plestis	Our whole small street of laurel hills road in studio city is unsafe for us to walk because of the many large holes. Please help repair!!!!!! This for the street Laurel Hills Road. Our street is a disaster and has no area to walk to our local school. All the side walk type area are covered in holes. Please put us on your repair list. Best Craig	9/15/17 4:28 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Crystal Rios	It is extremely important to have well maintained sidewalks for the safety of citizens especially students. On the block next from mine there is no sidewalk for about 20 feet . People take advantage and use it as parking and dump their trash. We have 3 great schools on our street and children are forced to walk on the street and dodge cars because of this.	9/12/17 4:30 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/

Dan Haskell	I wanted to reach out to you. We are the company that implemented the direct to door delivery of LED's last year for LADWP. I thought we could help with getting the clear message out to residents about your program. Door hangers are a clear and concise way to message residents about the program and can be done cost effectively. I was thinking that in neighborhoods that have been determined to have the most need for repair, we could target those specific areas. We can also target only single family homes, or even the entire footprint, like we did with the LED program. Since we already have a very good idea of the footprint for LADWP, I thought we could help get residents to participate in your program. I'd like to have a conversation, at your convenience, and discuss more. Call or email anytime.	9/14/17 12:00 AM PT	Comment noted.
Dan Seaver	Because permits are not issued until contractors are approved, and because job specs are determined after the permits are issued, the scope of work will always change after a bid is awarded. That means every homeowner will always be stuck with a single bid and little to no leverage to keep the project costs under control. I have been awarded a permit twice and both times, the city has changed the scope of work enough so that my contractor has had to re-bid, but this time in a single bid situation, and that has always undermined the project.	9/15/17 3:45 PM PT	Comment noted. Please see Chapter 2.0 Project Description and https://sidewalks.lacity.org/
Dana Sherman	Please save our mature trees, they are so beautiful! Especially tree on 12821 Rubens ave. It gives shade to near by houses and habitat to many birds	8/10/17 1:51 PM PT	Comment noted. Please see Chapter 2.0 Project Description and Chapter 3.3 https://sidewalks.lacity.org/
Daniel Carson	Not sure what power my words have but here goes. My Block of Van Ness between Foothill and Franklin is a living nightmare. Not only have the tree roots pushed up most of the street and the sidewalk is impassable at places, but I have also injured myself numerous times trying to navigate the public sidewalk. Not sure why the city decided that the next block over on Taft was considered a nusciense and had to be repaired but that my street was not. If you can explain that to me I'm all ears. Otherwise, Please fix this problem with all of the money I have happily paid in property taxes. Thanks for listening. If I get a response I will be very surprised.	9/11/17 4:20 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Daniel Garcia	Pervious concrete pavement. It would be a great opportunity during this process to evaluate the use of technologies such as pervious concrete pavement (http://www.perviouspavement.org) for some areas. The review process would allow for a closer look at a variety of ground and soil types. Adding an option like previous concrete may be an innovative solution for appropriate areas. It may help to solve environmental concerns. The technology goes by many names, including some branded product blends with added fibers. The installation process may also require altered steps for prep or inspection, which would be a great thing to use this review opportunity to further understand. Below are some links to videos. Some are brand name product demonstrations, but the intent of providing is to include an example of what pervious pavement can be useful for. https://youtu.be/UEF0DeOq100 https://youtu.be/8rbNznCBK18 https://youtu.be/3uNfzEMgqRk https://youtu.be/9UMTF0uGMFc	9/15/17 7:57 PM PT	Comment noted. Alternative construction materials are discussed in Chapter 3.9, Land Use. See Chapter 2.0, Project Description.
Daniel Victor	Attached are excerpts from the letter we emailed to Councilman Ryu on August 1, 2017, and received no response. We sent a certified, return receipt requested letter on September 1. We received verification that the letter had been received, but as yet have received no reply from Councilman Ryu. It's important to note that the sidewalk damage was caused by city-owned trees. "Dear Councilman Ryu, We have just learned that the amount available for a sidewalk repair rebate has increased to \$10,000. However, those of us who were responsible enough to sign up for the program when it first started will not be eligible for the increased amount. We have lived in this house for 35 years, and the sidewalk has been in ill-repair virtually the entire time. We periodically reported the problems to the city but nothing was ever done. So when the rebate program was offered, we decided that we would sign up for it. We spent many months getting the permits, researching which of the city-approved contractors would be the best fit for our needs, and working with the local HPOZ to be sure that everything was done according to the city's sometimes difficult requirements. The city even required that we replace part of the city-owned driveway to the city-owned alley adjacent to our sidewalk. ...[I]t seems that we will not be eligible for the additional rebate since our work was completed in April 2017. We feel that we are being punished for our prompt action. Presumably the reason the rebate amount was increased was because so few homeowners had signed up for the program under the old amount. The city has ignored the sidewalk problem for decades, and when they asked for help from homeowners we responded. If the city wants that kind of response again, the city needs to show good faith and match the rebate amount that is now offered.	9/12/17 5:07 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Danielle Gatto	The entirety of Canyon Dr and Bronson sidewalks need to be repaired. It is impossible to push a stroller, ride a bike, or walk without extreme caution on the sidewalks. This is particularly concerning given the increase in numbers of people parking closer to Franklin to then walk up to the park. It is a fall hazard AND forces people who cannot navigate the lifted pavement to then walk in the street, where we have uncontrolled traffic speeds and many distracted drivers trying to take pictures of the Hollywood sign. It's only a matter of time before we have a pedestrian death in the street due to someone trying to avoid the poor condition of the sidewalks. My family was nearly hit 2 weekends ago at the Bronson/Canyon intersection as we crossed sides, because my baby stroller can't navigate the jagged mountain of pavement at the corner on the west side of Canyon. And we were almost hit by a driver not paying attention after rolling the stop sign.	9/13/17 10:58 AM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Darryl Johnson	I have prepared a letter below in the attachments, but I must state that these City Sidewalks are horrible. Due to the poor upkeep by the City my insurance has dropped me. This which is not my fault and I have made many complaints	9/15/17 10:32 AM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
Darryl Johnson	The sidewalk in front of my residence is a safety hazard and is beyond simple repair. I was notified by Allstate insurance company that my homeowners insurance policy would be cancelled if the sidewalk is not repaired. I do not own the city's sidewalk and should not be penalized for its deterioration or suffer the loss of my insurance. The City of LA planted Carob trees in the early 1960's which grew to capacity, raising the concrete/sidewalk and asphalt in the street. This tree planted in front of my home was uprooted and fell on to my property in January 2006 causing irreparable damage to the sidewalk and 2 neighbors driveways. For nearly 15 years I have petitioned the city to correct this problem before someone is badly injured. The cold patch that was previously applied is breaking up and is constantly rising as a result of the roots underground, which has also resulted in costly plumbing repairs at my expense. It is unsafe to direct my grandmothers wheelchair over the raised concrete and cracks. Other residents face the same problem with baby strollers and walkers. There have been 6 or more trees that have fallen and caused extensive damages on West 57th Street (90037) over the past three years and no one is working on behalf of the community where we have senior citizens, disabled residents and children requiring access to the sidewalks. The residents are forced to use the streets to push carts, baskets and wheelchairs, therefore causing another safety hazard. I am hopeful that immediate action will be taken before injury or loss of life happens. Sincerely, Darryl R. Johnson (213-248-9226) Note: Please disregard the previous copy I used the incorrect email address.	9/15/17 2:29 PM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
Debra Martin	Streets and sidewalks in West Toluca Lake are in need of repair. Cracks and damage from tree roots make our street, Blix, and Camarillo very dangerous terrain for all of us walkers. It's constant vigilance to avoid hazards and not trip or fall.	9/12/17 9:42 AM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Denice Flowers	Hi, what about washing the sidewalks? Yesterday I was sitting at the bus stop on Venice and Sepulveda and it is so filthy. I wish I had taken a picture because it's hard to explain just how filthy it really is. Most of the sidewalks are especially at the bus stops around our city. I can't imagine what kind of diseases are living there. Please check it out and see what I mean. Thank you.	9/14/17 11:10 AM PT	Commnet noted. Please call 3-1-1 and visit https://www.lacity.org/

Department of Conservation	If any wells, including any plugged, abandoned or unrecorded wells, are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements and approval to perform remedial operations. The possibility for future problems from oil and gas wells that have been plugged and abandoned, or reabandoned, to the Division's current specifications are remote. However, the Division recommends that a diligent effort be made to avoid building over any plugged and abandoned well. Questions regarding the Division's Facilities and Pipeline Management Program or Construction Site Well Review Program can be addressed to the local Division office in Cypress by calling (714) 816-6847 or email DOGDIST1@conservation.ca.gov.	8/25/17 12:00 AM PT	Comment noted. Please see Executive Summary for mandatory project design features.
Devon Brooks	Please add sidewalks to Marmont Lane, Marmont, Avenue, Monteel Ave, and Hollywood Boulevard above Chateau Marmont. Also, Please add speed bumps on Marmont Lane and Hollywood Boulevard above Chateau Marmont. Cars speed through the neighborhood. Because we do not have sidewalks, people (including children) are forced to walk in the streets. It is extremely dangerous. Thank you.	9/15/17 12:59 PM PT	Comment noted. Please see Chapter 2.0 Project Description, no new sidewalks will be constructed as part of this project.
Devony Ferraro	I am concerned that the sidewalks will be fixed and the trees that are causing the issues will be left to cause further, expensive, problems for homeowners. There is also the issue of trees in a neighbors parking strip damaging my property. What if the neighbor doesn't deal with the tree - I don't want to be responsible for costly repairs that are not from my tree. Wood love to see tree removal/replacement part of this program. Thank you	9/11/17 8:57 AM PT	Comment noted. Please see Chapter 2.0 Project Description.
Dianna Davidson	I would like to know WHO PAYS for SIDEWALK REPAIR? DOES THE CITY PAY FOR TOTAL REPAIR ? IS IT SPLIT BETWEEN CITY and HOMEOWNER? Please respond, briefly, to my questions.	8/18/17 12:00 AM PT	Comment noted. Please see Chapter 2.0 Project Description.
Dimas Lopez	My family and i have lived at this address for over 20 years. 2 years ago, we started noticing a hole in the street in front of our driveway. It was about 4 inches wide back then. It was patched a year ago and now the hole is about 3-4 ft wide and 4-5 inches deep. Every time a car goes over it, more pieces break off and fly all over. My dads car was parked outside and one piece from the hole flew and hit the drivers door causing a small dent and scratch. Please come out and FIX it. DANGEROUS.	9/13/17 1:30 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Donna Getz	Sidewalks on Hillhurst Ave are in deplorable condition from Los Feliz Blvd. north to the Greek Theater. Many pedestrians use this access to the park, theater, and Observatory. It is hazardous.	9/12/2017 19:03	Comment noted. Please visit https://sidewalks.lacity.org/
Ed Hunt	1. Recommend you consider using normal steel reinforcing in any new sidewalk work. It adds only minor costs and makes the concrete 6-7 times stronger in terms of bending and shear. This is a requirement in most cities large and small. We have tried for years to get an intelligent answer why LA refuses to use this common sense construction technology. The closest we have come is the worker that installed one of our corner handicap ramps. He said it was a "Union thing" and guaranteed plenty of future repair work when the sidewalks fail. Note that his work lasted only a few months before it was full of cracks and now it has a 1" tall tripper across the sidewalk. 2. Because of the intentionally weak concrete, poor tree selections (like various Ficus species) and other factors, many sidewalks have been lifted by tree roots. Extreme care should be taken to properly root prune the trees and there should be a sand or other appropriate cushion between the remaining roots and the new sidewalk. Sincerely, THE MELROSE HILL NEIGHBORHOOD ASSOCIATION Edward Villareal Hunt, AIA, ASLA 2017 President, 323-646-6287 Sidewalk Repair Program	8/30/17 5:13 PM PT	Comment noted. Alternative construction materials are discussed in Chapter 3.9, Land Use. See Chapter 2.0, Project Description.
Eddy Spralja	Sidewalk/curb repair in San Pedro that is very badly needed. The curbs on the 300 block of West 11th Street, between Mesa and Center are very torn up by the City's construction of the sewer lines in the streets. Corner handicap curb, on the NW corner of Cabrillo Ave and 17th St. The Alley way next to Dana middle-school. The sidewalk in front of my house (1739 Vallecito Dr, San Pedro, CA) is raised up by the city's trees. First two photos 1739 Vallecito Dr., San Pedro 90732 3rd photo curb NW corner of Cabrillo and 17th near school Photos 4 and 5 11th st between Mesa and Center	9/15/2017 0:00	Comment noted. Please visit https://sidewalks.lacity.org/
Elaine Byrnes	There are 2 sidewalk eruptions on Gorham Avenue in 90049 that are continuing to worsen. With a lot of elderly folks as well as children in the neighborhood, it's becoming a concern. I've come close to falling, as well. Another issue may be the trees with roots that are buckling the sidewalk - they're getting top-heavy and perhaps could use a trim or root cutting. Thank you.	9/14/17 12:20 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Elizabeth Pollock	On Centinela Avenue between Marshall St. and Milton St. in Del Rey, there are gaps in the sidewalk at several places on both sides of the street. Where there is paved sidewalk, it is not always ADA-compliant. This section of Centinela is used by seniors and families walking to the Venice Honwanji Buddhist Temple, the Venice Japanese Community Center and the Venice Japanese Methodist Church. Playa Vista was required to pay for crosswalk improvements where Alla Road crosses Centinela because of the children who walk to/from Marina del Rey Middle School/Goethe International Charter School, Braddock Elementary School, the Marina Early Education Center (4908 Westlawn) and the Westside Children's Center (12120 Wagner Street). We need to have some money allocated to filling in the sidewalk gaps in this part of Centinela Avenue.	9/14/17 11:36 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Emily Petito	I lived in my house for 40 years. The trees have not been trimmed. The trash collector broke a branch and it fell on my son. This happened when he was 5, he is now 40. We used to put our name on a list that I'm sure is now long gone. My sidewalk is buckled from the tree and needs to be fixed. If you remove a tree there's not room for two new trees. I have a streetlight on my property. Anytime the street is fixed it only gets hot mapped.	8/14/17 12:00 AM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Erich Bollmann	It's devastating to learn that the sidewalk "improvement" plan will result in the "removal of large quantities of mature street trees." Our urban tree canopy is an immensely valuable resource to citizens - helping to clean our toxic air, providing invaluable shade during the scorching summer months, and offering a greater sense of well being than concrete. It literally takes decades for saplings to reach maturity, and local governments have already identified concrete alternatives (http://articles.latimes.com/2001/jul/14/local/me-22271) that shift with tree growth. I strongly urge you to Please re-consider your plan to increase our urban heat effect and the toxicity of our air, and to look at alternatives to the removal of mature trees. Once they are cut down it will take many, many years for their replacements to even begin to offer the same benefits. As you likely know, many parts of Los Angeles are park and tree deprived, and to remove what little greenery we do have would be a huge disservice to those of us that live here. Thank you for your consideration of my comments.	9/14/17 8:58 AM PT	Comment noted. Please see Chapter 2.0 Project Description, Chapter 3.3 Biological Resources, Chapter 3.6 Greenhouse Gas Emissions
Evan White	Please look into the sidewalks along Coeur d Alene Ave 90291, from Abbot Kinney to Lincoln along the schoolyard fences. This is a treacherous segment of sidewalks, and very dangerous. Something needs to be done to address this safety concern.	9/15/17 11:34 AM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Fidel Vasquez	Hi. MY NAME IS FIDEL VASQUEZ. 1 LIVE FOR 20 YEARS IN SYLMAR. I AM WORKING FOR PACOIMA BEAUTIFUL. I LIVE IN NEVER FIXED MY STREET. A FIX ON THE RAMPS ON A - 1 SEE THE PEOPLE STREET. LAST YEAR IN A RAMP. I'M GOING THE SYLMAR FOR 20 YEARS. NEVER NEVER FIXING THE SIDEWALK. 1 NEED THE CORNERS FOR WHEELCHAIRS . 1 GOT FIXING THE STREET THE NEXT PAST TWO YEARS, AND LAST YEAR, TO FIX IT AND TAKE A PICTURE. PUT BUT I'M LOOKING FOR TWO TIMES THE SECOND STREET. FIX IT. AGAIN. EVERY YEAR. FIX AGAIN. THE SAME STREET. YOU KNOW, EITHER MINE CR THE OTHER STREETS THANK YOU.	8/14/17 12:00 AM PT	Comment noted. Please visit https://sidewalks.lacity.org/

Gabrielino Tongva Nation	This submission of comments centers on the Cultural Resources (V) & Tribal Cultural Resources (XVII) sections as described in the Initial Study Environmental Checklist document for the proposed Sidewalk Repair Program. After review of the document it is apparent that a potentially significant impact may occur to the cultural resources of the Gabrielino Tongva Nation. It is the request and recommendation of the Gabrielino Tongva Nation that adequate mitigation measures be implemented during subsurface construction activity associated with the proposed project that would protect and preserve the archaeological and cultural items that may be uncovered during ground disturbing construction activity. Since the Gabrielino Tongva Nation has cultural affiliation to ALL areas that are outlined in the proposed project area maps, the Gabrielino Tongva Nation requests that tribal monitors selected by our tribe be on site to monitor all construction activity associated with the project. The tribal monitors of the Gabrielino Tongva Nation will have cultural affiliation with the project area. I request to be contacted to facilitate a Native American monitoring component for this proposed project.	9/15/17 12:00 AM PT	Thank you for your comment. AB 52 consultation is discussd in Chapter 3.13. Please see Chapter 3.4 for Cultural Resources discussion.
Gary Fordyce	MY CONCERN HAS BEEN THE CORNER RAMPS. I HAVE OBSERVED MULTIPLE CORNERS WITH RAMPS THAT HAVE HAD MULTIPLE ACCIDENTS. AND THESE RAMPS BECOME LAUNCHING PADS WHERE CARS ENTER THEIR YARDS. AND IN SOME CASES, HAVE ENTERED THEIR LIVING ROOMS. IT PLAGUES ME THAT NO ONE HAS CONSIDERED PLACING SOME TYPE OF STEEL POST SIGNIFICANTLY WIDE ENOUGH FOR A WHEELCHAIR TO ENTER WITH THE PROPER ANGLE OF RAMP, BUT THEY ARE -- BUT THEY DON'T NEED TO BE SO WIDE AND THEY DON'T NEED TO BE SO INVITING TO CREATE LAUNCHING RAMPS. THESE BECOME NOT ONLY A QUALITY OF LIFE ISSUE FOR THE COMMUNITY, BUT AN ENDANGERMENT TO WHOLE FAMILIES AND PASSERSBY, WHERE THERE COULD BE A BARRICADE, WHILE AT THE SAME TIME, PROVIDING THE NECESSARY SUPPORT AND ACCESS FOR THE DISABLED. BELIEVE IT OR NOT, STANDING HERE, I HAVE BEEN IN A WHEELCHAIR, I'VE BEEN IN A WALKER, AND I HAVE USED A CANE. I HAVE SURVIVED IT ALL, BUT I'VE EXPERIENCED IT, AND I TRULY HAVE EMPATHY FOR EACH AND EVERY ONE WHO NEEDS THAT ACCESS. SO YOU MAY NOT BE ABLE TO GO BACK AND RETRIEVE MANY OF THE RAMPS THAT EXIST, UNLESS THEY'RE HIGH ACCIDENT LOCATIONS, BUT CERTAINLY THE NEW ONES SHOULD BE A CONSIDERATION.	8/14/17 12:00 AM PT	Comment noted. Please see Chapter 2.0 Project Description.
Gennaro Pupa	Rather than use new cement/mortor, wouldnt it be possible to remove the old concrete, WASH IT ONSITE, GRIND IT UP and then add whatever, (hopefully small amount of new mortor or gravel) to reconstitute the mix and pour it right back into the forms. This would save money, and a great deal of time. I have experienced many city walks, and from what I see, unless this is done in less time than quoted, the "new sidewalks" may very well be in need of repair once the currently proposed timetable is completed.A separate facility to grind the old concrete could be established on empty lots, in and around the neighborhoods being worked on.	8/17/17 5:00 PM PT	Comment noted. Alternative construction materials are discussed in Chapter 3.9, Land Use. See Chapter 2.0, Project Description.
Gerardo Hernandez	In my neighborhood and on my block there are many old trees that their roots have affected our sidewalks, pipes, and other parts of our house. We have notified the city in regards this problem but haven't received a decent respond. We hope that with this comment we can make ourselves be heard and that our tax money can be seen in affect.	9/06/17 6:38 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Gillian Doyle	All sidewalk repairs should be made promptly to ensure safety using taxpayer money. That's why we pay property tax. Public streets are the responsibility of the City or County not the individual property owner.	9/13/17 2:41 PM PT	Comment noted. Please see Chapter 2.0 Project Description.
Gillian Singletary	As a long-term Angeleno who has lived in Downtown LA without a car for the past 5 years, I believe sidewalk repair will be a critical aspect of continuing to build a Los Angeles that is safe and accessible for people of every ability. The downtown community has representatives of every economic strata and physical ability -- from elite athletes that use our sidewalks for training to the disadvantaged and often forgotten homeless population that use the sidewalks as their entire home, our neighborhood needs safe sidewalks with space for everyone (and their dogs). Walking is how we can be a part of the community. The easier it is to walk safely and comfortably, the more people will feel empowered to give up their vehicles (or use them less) and the healthier and more beautiful all our communities can be.	9/14/17 8:24 AM PT	Comment noted.
Glen Bailey	SO JUST A FEW THOUGHTS, SOME OF WHICH MAY BE APPLICABLE TO THE SCOPING PROCESS OR NOT. NUMBER 1, IN YOUR PRESENTATION, YOU DID NOT MENTION THE COST, WHICH I UNDERSTAND IS OVER \$3 BILLION FOR THIS PROJECT.\u0183 BUT I THINK AT LEAST IN YOUR NEXT PRESENTATION, YOU SHOULD INCLUDE THE COST ANNUALLY AS WELL AS THE TOTAL COST. ALSO, I THINK YOU SHOULD HAVE BEFORE AND AFTER PHOTOS. AND I MENTION THAT BECAUSE ONE AREA THAT I TRAVEL FREQUENTLY IS LINDLEY AVENUE IN RESEDA. AND FOR ABOUT ALMOST A HALF MILE, IT WAS A TREE-LINED STREET WITH LIQUID AMBER TREES. NOT MY FAVORITE TREE, BUT THEY'VE VIRTUALLY ALL BEEN REMOVED FOR SIDEWALK -- NEW SIDEWALK. IT LOOKS LIKE A WAR ZONE NOW, COMPARED TO THE WAY IT USED TO LOOK. SO I THINK HAVING BEFORE AND AFTER PHOTOS SO PEOPLE CAN REALLY SEE THE FACT THAT THIS PROGRAM IS DOING WHAT IT SAYS IT'S DOING. PERMEABLE MATERIALS FOR SIDEWALKS SO YOU AREACTUALLY GETTING ENVIRONMENTAL BENEFIT BY GROUNDWATER RECHARGE. YOU SHOULD ALSO BE CONSIDERING NATIVE TREES SUCH AS CALIFORNIA LIVE OAK TREES AND OTHER -- OTHER SIMILAR TREES THAT DON'T REQUIRE WATER OR OR CAN SURVIVE DROUGHT. PERSONALLY, I PLANTED THE FOUR - I HAVE A SMALL LOT, BUT I HAVE FOUR. THE CITY PLANTED A LIQUID AMBER TREE, WHICH IS, AGAIN, NOT MY FAVORITE TREE ALSO, THERE'S A LOT OF NEIGHBORHOODS THAT DON'T HAVE SIDEWALKS, AND THEY'RE VERY HAPPY TO HAVE PEOPLE WALK IN THE STREETS. I'M TALKING ABOUT RESIDENTIAL NEIGHBORHOODS. ONE OF YOUR OPTIONS CAN BE CONSIDERING POLLING THE NEIGHBORHOOD -- WOULD YOU LIKE TO KEEP THE TREES OR REMOVE THE SIDEWALKS? REMOVING THE SIDEWALKS SHOULD BE AN OPTION IF THEY WANT TO KEEP THEIR TREES AND NOT HAVE WHAT HAPPENED IN THE RESEDA -- LINDLEY AVENUE. OUR TREMENDOUS TREE REPLACEMENT DOESN'T TAKE INTO ACCOUNT THAT THESE ARE 60-, 70-, 80-YEAR-OLD TREES, AND THE AMOUNT OF IMPACT THAT THEY HAVE ON COOLING AND EVERYTHING -- YOU SHOULD BE LOOKING AT REPLACEMENT BASED ON WHAT WOULD BE THE EQUIVALENT IMPACT -- ENVIRONMENTAL IMPACT. AND IF THAT MEANS GOING OFF-SITE TO OTHER AREAS, THEN YOU SHOULD DO AN INVENTORY OF AREAS THAT CAN TAKE ADDITIONAL TREES BEING PLANTED SO THE ENTIRE AREA OF THE CITY WOULD NOT BE NEGATIVELY IMPACTED BY THE TREE REMOVALS. I THINK THAT'S IT. THANK YOU.	8/14/17 12:00 AM PT	Comment noted. Please see Chapter 2.0 Project Description. See Chapter 3.3 Biological Resources.

Greater Valley Glen Council	1. Because the tree canopy provides significant cooling and air purification, both of which are critical for the health of the people in Los Angeles, the Sidewalk Repair EIR must assess the decrease of tree canopy that results from the large quantity of tall tree elimination currently anticipated by Urban Forestry for sidewalk repair. Negative impacts on air quality, diminished greenhouse gas reduction, and an increase in heat island effect must all be quantified. The environmental effects of increased air conditioning usage must also be calculated. Human health risks must be addressed. 2. Before any trees are removed for sidewalk repair, a full tree inventory of street trees must be done by an independent professional entity and a tree master plan created. An actual field calculation must be done of how many canopy trees Urban Forestry expects will be removed for sidewalk repair, as well as how many new places exist for planting trees that are capable of reaching a height that contribute to tree canopy. 3. A Master Tree Plan must be developed that does not remove trees too rapidly such that it creates a decline in air quality and an increase in the heat island effect. There should be no net loss to canopy during the sidewalk repair process. In view of the length of time it takes for a tree to grow tall, an aggressive planting schedule which includes new tree wells and green spaces may need to begin even before trees are removed. 4. The aggressive non-aesthetic pruning of tall trees, or "topping", currently the practice of Urban Forestry (which pays subcontractors \$180 a tree versus San Francisco that budgets \$1,000 for a large tree), must be factored in the assessment of decline of tree canopy. "Before" photos of recently-pruned trees are available on Google Maps and Google Earth. 6. The environmental impact of wildlife habitats must be calculated and any tree removal scheduled so as not to disrupt spring/summer nesting. Given the negative effects on canopy when trees are removed for sidewalk repair, a new ordinance to restrict property owners from removing any healthy trees on their property for non-sidewalk related reasons needs to be considered. 8. Identify a plan to fully implement sustainable tree-saving sidewalk designs including meandering sidewalks, bridging over existing roots, curb bump-outs and larger tree-wells. These were listed as options in the sidewalk repair motion of Nov. 30, 2016 (tree removal as a last resort), but none except tree removal have been put into practice as options. Results of any tests of alternative sidewalk approaches need to be recorded in the EIR and then publicized so that homeowners have these options to tree removal. Also, our urban forest could significantly increase water supplies and decrease stormwater pollution for LA if the City and property owners integrated permeable sidewalks designs, and these alternatives need to be promoted. A thorough investigation into root pruning as an alternative to tree removal must be done. Urban Forestry proposed this approach to City Council as viable and reliable; and though it may not be widely known, the new administration at Urban Forestry says they do not want to use this method. 10. Every proposed tree removal must be fully publicized in advance with adequate time for due process and stakeholder participation to find alternate solutions to tree removal before any tree is removed.	9/12/17 12:00 AM PT	Comment noted. Please see Chapter 2.0 Project Description, Chapter 3.3 Biological Resources, Chapter 3.6 Greenhouse Gas emissions.
Greater Wilshire Neighborhood Council	At a duly called meeting, in accordance with the Brown Act, on Wednesday, September 13, the Greater Wilshire Neighborhood Council Board of Directors unanimously voted to support the Community Forest Advisory Committee's (CFAC) September 11, 2017 letter entitled: "Community Forest Advisory Committee Comments on Sidewalk Repair Program Initial Study." CFAC's letter is attached for your convenience. The Greater Wilshire Neighborhood Council will also be filing a Community Impact Statement on Council File No. 14-0163-S10, Sidewalk Repair and Maintenance / Sidewalk Repair Ordinance / Municipal Code Amendment. Please accept this email and incorporate CFAC's September 11, 2017 letter as our comments on the Bureau of Engineering's Sidewalk Repair Program Initial Study. Sincerely, Joe Hoffman, Secretary Greater Wilshire Neighborhood Council	9/15/17 12:00 AM PT	
Greg Lockett	About a year and a half ago I submitted a proposal to Councilman Huizar, about upgrading Broadway's sidewalks with newly designed "puzzle" pieces, constructed out of used tires, which could simply be inserted when damaged. Cities across the U.S. are using them in public access areas and parkways with great success in Philadelphia and New York. They are ascetic visually and more comfortable to walk on. I provided the Councilman with addresses of firms producing them as well. He assured me he would forward to Public Works. I maintain this would be more economical than standard cement walks and increase productivity a great deal due to ease of installation.	9/13/17 5:31 PM PT	Comment noted. Alternative construction materials are discussed in Chapter 3.9, Land Use. See Chapter 2.0, Project Description.
Hanne Mintz	I am handicapped, and in order to walk north on Muirfield Rd. when I leave my house, I must walk out into the street to avoid the perilous, uneven sidewalk in front of my house. It is completely deformed by the roots of a large, rotted tree that the City removed over a year ago. Not only is the sidewalk unsafe and impassable for those who are movement impaired, or those in wheelchairs or those pushing strollers, the street itself is also deformed from the roots of the tree. It has now been well over a year, and the sidewalk and the street remain a hazard, and my parkway has yet to be leveled and replanted, making it an attractive nuisance for those tossing trash, including poop bags, cigarettes, cans, etc. I spend quite some time cleaning it up every week. It is time to do your job, CITY OF LA. I am paying taxes - what are you doing with my money?	9/11/17 5:18 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Harold Hartman	Urgent attention is needed on S. Bentley Avenue in its two-block stretch between Queensland Av. at the south and Clover Ave. to the north.	8/11/17 5:51 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Holly Walker	Thank you for the opportunity to comment. As a member of the neighborhood, it is disheartening to watch (just today) mature trees being removed on Centinela Blvd. when the EIR has not even been completed yet. This is especially true when you consider that the proposed replacement trees, in terms of size, are woefully inadequate to serve as a present, viable alternative to what is being lost. This haphazard and excessive action before the EIR is completed undermines the very effectiveness of the program. The EIR has not provided any analysis of the impact of these tree removals in terms of carbon sequestration, heat island impacts, air pollution, quality of life (for people such as me in the neighborhood) and the effects of their removal on the community, the habitat in general and in terms of storm water effects. I am frankly surprised that our City has taken such a drastic approach by removing the trees when there are other alternatives for healthy trees, such as bulb outs, sidewalk replacement with epoxy coated asphalt to ramp over tree roots, phasing out removal overtime by trimming the roots or planting replacement trees in between and allow them to grow before removing the mature trees. The mature trees provide so many benefits that the inferior replacements cannot provide for years to come such as ample shade to reduce air temperature and cut air-conditioning costs and sweeping the air of pollution. Trees perform three major climate functions: they absorb carbon, their leaves absorb light and they draw water from the soil which evaporates into the atmosphere, creating low clouds that reflect the sun's rays. It is most unfortunate that we continue to allow the removal of these mature trees, without waiting for the completion of the alternative materials pilot program. Thank you for the opportunity to comment. Sincerely, Holly Walker	9/15/17 7:28 PM PT	Commnet noted. Please see Chapter 2.0 Project Description, Chapter 3.3 Biological Resources, Chapter 3.6 Greenhouse Gas Emissions, Chapter 3.8 Hydrology and Water Quality.
Hov Arabyan	Sidewalks on my street and in the neighborhood as a whole are in such poor condition that its extremely dangerous and sometimes impossible to use a wheelchair, push a stroller, use a walker, ride a bicycle, and sometimes even WALK on! So we all opt to use the streets which puts us in danger of being struck by vehicles. The biggest culprit: tree roots. If the trees were maintained/pruned in a timely manner, the roots would not grow and cause the sidewalk to crack and rise. So now the problem is two-fold: the trees are overgrown and heavy branches tend to come down with strong winds, and the sidewalks are ruined.	9/11/17 4:22 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Howard Baizer	I have had an outstanding request for years to have the sidewalk repaired in front of my house. It's very dangerous, and it would be great to have it fixed before someone gets hurt.	9/14/17 4:28 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/

Hugh Kenny	I am against any removal of trees. They are already devastated by neglect, development, drought and disease, underfunded city agencies, infrastructure projects, McMansions, Small lot development,, home owner neglect and ignorance etc. I spoke up at one the early meetings you held. People in wheelchairs and old people hobbling over sidewalks need trees and shade too so that is not an excuse. Planting new trees won't get it. Even the two and three for one replacements invariably proposed. We need large trees now. Look around. Feel the heat. This is a great opportunity to not do something stupid. Thanks for asking, Hugh Kenny....	9/11/17 4:49 PM PT	Comment noted. Please see Chapter 3.3 Biological Resources, Chapter 3.6 Greenhouse Gas Emission.
Investing in Place	How will safety and access be addressed? How will it be ensured that when a sidewalk/crosswalk is closed for construction that people walking/rolling have adequate accommodation and they are not rerouted - out of their way. Typically people walking - if the sidewalk closed - many will just keep walking in the direction the need to go - if no adequate alternative provided - ppl frequently just walk in the street. Will the City of Los Angeles adopt a policy that addresses what happens when we close sidewalks for reconstruction? A policy that addresses when the City is doing the construction and policy when the property owner is? How is the safety people walking and rolling looked at during this project? Will it prioritize areas that have high crash rates? How will it ensure safety for all traveling during the reconstruction and as the program rolls out?	9/15/17 2:52 PM PT	Comment noted. Please see Chapter 3.12 Transportation/Traffic and Chapter 2.0 Project Description.
Isabelle Duvivier	1. No trees should be removed till the EIR is complete. Since November, I have seen 135 tree removal requests in CD11, of which roughly half are for the Sidewalk Repair Program. This number doesn't include the hundreds of dead trees removed due to disease and drought or trees that are removed when considered a public safety emergency. (trees likely to fall). The trees that are being removed, as part of the Sidewalk Repair Program, are typically big mature healthy trees that are large carbon filters and provide enormous cooling effects. The number of requests grows every month as more people learn about the program and especially now that the reimbursement amounts have increased. The biggest environmental impacts of the Sidewalk Repair Program will be reduction of: carbon filtration, species habitat, ambient cooling, and storm water reduction/filtration due to tree removals. It is not sensible to proceed with tree removals before the EIR is complete. In July CFAC passed a motion to cease all tree removals until the EIR has been completed. I would add that tree removals need to be stopped until the results of the alternative materials pilot program has been completed. 2. Existing Conditions - The City needs to quantify the number of trees to be removed and the number to be preserved to develop a clear view of canopy coverage and get a realistic cost benefit analysis over 30 years. (the length of the program). 3. The City needs to Increase Replacement Value - the existing 2:1 replacement value essentially means that it will nearly always be economically preferable to remove an existing tree rather than work around it. 4. The Initial Study doesn't meaningfully address increased storm water as a result of tree removals, IX. e page 3-31. 5. The Initial Study doesn't meaningfully address the heat island effect as a result of tree removals. 6. The Initial Study must address loss of Natural Resources and habitat as a result of tree removals. Is this to be dealt with in section II. Agriculture and Forestry Resources or elsewhere? 7. The Initial Study doesn't address increased demand for Public Parks as a result of canopy loss on City Streets. XV. a. page .3-49. 8. Where catch basins and drain reconstruction is to occur, City needs to coordinate with Watershed Management to create new opportunities for multi-benefit solutions to stormwater reduction, water infiltration, and habitat creation.	9/15/17 2:33 PM PT	Comment noted. Please see Chapter 2.0 Project Description, Chapter 3.3 Biological Resources, chapter 3.8 Hydrology and water Quality, Chapter 3.14 Utilities and Service Systems.
Issam Najm	My name is Issam Najm, and I am the president of the Porter Ranch Neighborhood Council (PRNC). I received the NOP for the SRP EIR and I am about to distribute it to the Board members and post it on our website. However, the map attached to the letter titled: "Figure 1, Project Location Map and NOP/IS Availability Map.", does not even include Porter Ranch. The map is cut off at the 118 FWY, and our community is north of the freeway. Our Library Branch is not listed on the list of Branch Libraries, and I don't know what that means. So in anticipation of getting the question from my Board members and our Stakeholders, can you Please clarify it to me? Specifically: 1. Why is Porter Ranch not included in the map? 2. Does this mean that the SRP does not include Porter Ranch? 3. Why is our Library not included on the list? 4. Will Porter Ranch sidewalks be repaired as part of this SRP?	8/18/17 12:00 AM PT	Comment noted. See Chapter 2.0 Project Description.
Jacqueline Surber	I'm really troubled by the repeated reference to the Sidewalk Repair Program as being referred to as a "proposed project." This is misleading, isn't the work underway with over 200 trees already removed? One could argue it is unethical to continue work on a project without the known Environmental consequences. I highly recommend that only sidewalks that do not involve tree removals take place until the EIR is completed. There is a huge opportunity during this sidewalk repair program to use new materials and techniques that will help to infiltrate more stormwater, such as curb cuts, infiltration pits, bioswales, widening parkways, etc. P-152 P-152-1 P-152-2 P-152-3 P-152-4 P-152-5 P-152-6 widening parkways, etc. 7. For example permeable paving is less expensive to repair in the future and less material intensive as well. At the same time allow water to permeate into the ground table recharging our desperately low aquifers. In the event that trees are removed while sidewalk repair continues, that detailed documentation of these trees be recorded, such as species, canopy size, height, trunk diameter, health etc, so that these trees removed during the process are accounted for. So that the effects of their removal can be calculated, such as loss of water filtration, capture and carbon sequestration losses. It reads On page 44 "The City's Urban Forestry Division maintains a list of Significant Street Trees. The street trees may be of importance due to their size, species, appearance, growth habits, flowers, or a combination of these characteristics. The proposed Project could conflict with protections afforded to Significant Street Trees. " When was this list of Significant Street Trees last updated? How comprehensive is this list? 2. A website should be created and made aware to the general public, where information is clearly displayed with the location of trees already removed, proposed removals, and replacement plantings. Ideally displayed on a searchable (by zip code) map and list so that the public can hold the city accountable. 3. Insufficient replacement planting ratio to replace canopy coverage of large trees at 2:1, this should be analyzed and a formula created to propose a better replacement ratio. 4. There is No mention of replacing the trees with Native species. Where space allows CA Native trees should be required as the #1 choice of species to plant	9/15/2017 16:04	Comment noted. Please see Chapter 2.0 Project Description, Chapter 3.3 Biological Resources, chapter 3.8 Hydrology and water Quality, Chapter 3.14 Utilities and Service Systems.

Jacqueline Surber	Updating the LA City approved street tree species list is long over due. Many of the trees on it are moderate water users, requiring supplemental water into their maturity. In our city trees with moderate water needs will struggle to survive on rain fall alone. The list should be updated immediately, removing all moderate water use species, only adding species that are low or very low water users. LA can look for successful new species in other Mediterranean climates and arid lands such as Arizona, Australia, Chile, South Africa, etc. Yet on page 61 it's says "Aside from the minor amounts of water used for landscaping for the street trees, the proposed Project would not pump groundwater from the aquifer." Who can say based on calculations that it will be a "minor amounts of water"? This statement could be very inaccurate. The EIR should be required to calculate the amount of water each new tree planted will require (at least the first 5 years as per TreePeople tree care recommendation) and factor in the potentially inappropriate planting of moderate water use trees and the associated amount of water used for the establishment and ongoing maintenance. It also goes onto to say that the project is not taking place in areas used for recharge purposes. When in fact all trees channel water into the soil and there for the ground table, so yes it will have an affect on ground water. This should be further addressed in the EIR There is a huge opportunity during this sidewalk repair program to use new materials and techniques that will help to infiltrate more stormwater, such as curb cuts, infiltration pits, bioswales, widening parkways, etc. P-152 P-152-1 P-152-2 P-152-3 P-152-4 P-152-5 P-152-6 widening parkways, etc. 7. For example permeable paving is less expensive to repair in the future and less material intensive as well. At the same time allow water to permeate into the ground table recharging our desperately low aquifers Timing of tree removal should take place during the audobon societies Recommended time of October - February. Outside of this window the removals would inadvertently remove nesting birds and their young, having a devastating affect on our bird populations. 9. Recycling and repurposing of trees? It would be an environmental crime to haul these trees to a landfill or burn them. The fallen wood should be used within the city, for example, locally milled to make lumber, furniture or cultivated to grow mushrooms. The logs and branches could be buried to create carbon sequestering and water retentive gardens known as Hugelkultur mounds. This is a regenerative landscaping technique that is well documented and displayed at the LS Arboretum. There is plenty of space to install these in parks, schools and even landscaping on large site such as the various DWP and DMV locations.	9/15/17 4:04 PM PT	Comment noted. Please see Chapter 2.0 Project Description, Chapter 3.3 Biological Resources, chapter 3.8 Hydrology and water Quality, Chapter 3.14 Utilities and Service Systems.
Jana Helms	Attached is a photo that shows an improved corner sidewalk pedestrian flow that takes into account the movement from crosswalk to sidewalk for wheelchairs, strollers, bikes etc. The main problem is that pedestrians tend to gather in the middle (on yellow pad) which makes it difficult for wheelchairs or strollers to get through the group of pedestrians. An improved design would be to have an enter and an exit on each side instead of forcing wheelchairs up the middle. The current design with the yellow pad in the middle needs have access on both sides so someone in a wheelchair doesn't have to push through people who tend to gather in the middle of the ramp. The best way to do this is on each side of the yellow pad there needs to be more flat space so wheelchairs can get through.	8/09/17 6:57 PM PT	Comment noted. Please visit https://eng.lacity.org/
Jane Sobo	1. East side Lucile Ave. between Landa St. and Micheltorena has several areas where hillside dirt (from either vacant or occupied) properties has eroded from the hillside, downwards past the curb, onto the street--preventing efficient water runoff egress. As a result, during the rainy season areas where sidewalks normally would be, are filled with debris, and this includes: A. East side of Lucile Ave. just North of Landa St. (just North of the base of the Landa Stairs) B. East side of Lucile Ave. about 1/2 way up from Landa to Micheltorena C. above storm-drains on Landa St., just East of Griffith Park Blvd.where it is incessantly clogged with piles of leaves from trees that either go unswept by street-sweepers, or not cleaned up by residents, and which get carried downstream inevitably clogging said stormdrain. 2. That stretch of Landa Street--between Griffith Park Blvd. and Lucile Ave., has a non-contiguous sidewalk, making it extremely difficult to navigate walking--not to mention dangerous, with regard to its steepness and blind spots where a pedestrian (forced to walk in the street) can't see or hear if a car is approaching. The solution to this problem is, the Landa St. sidewalk should be repaired to be one contiguous stretch between Griffith Park Blvd. and Lucile Ave, so that pedestrian traffic can walk in confidence rather than fear of an oncoming vehicle as they're forced to walk in the street of this blind, steep block. 3. Further, there is no sidewalk to speak of on my street, Lucile Ave., from at least my block--which is bordered by Micheltorena on the North and Landa St. on the South. But there should be. When one walks this block, they're in harm's way because cars come careening down the hill. Because this is about sidewalk repair, not construction, and Lucile Ave. has no sidewalks, then I propose that sidewalk-repair funds be allocated to other solutions for our safety. The street is in a horrible state of disrepair, with cracks throughout, and has NEVER been resurfaced (whereas all other neighborhood streets have been) and it desperately needs speed bumps or slow-speed limit signs--to stanch the flow of careening cars. Therefore this is to request for my street, Lucile Ave, between Effie St. on the South and Micheltorena on the North, and Landa St. between Lucile Ave and Griffith Park Blvd: A. Sidewalk continuity B. Street re-paving C. Speed bumps or Slow-Speed Limit signs posted throughout D. Hillside Erosion clean-up E. Possible dam-ing of affected/eroding hillsides above curb, so dirt doesn't continue to erode onto street, creating wide pooling during rains F. Storm drain grate clearance Thank you.	9/09/17 9:58 AM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Jasmine Zamora	Hello my Godfather Jesus Carrasco asked Mr Huizar to Please fix our sidewalk by personally handing him a letter at a campaign party in Zamora Bros with pictures demonstrating him the bad sidewalk and so we are so happy to hear about this program. There is a rise in the cement, a rise of about 12 inches that slopes up like a mountain because Of the roots Of The trees and the cement is lifted. Countless and I mean countless of kids have fallen there and opened there lip or stitched their foreheads bleeding falling there. Now I'm worried about my Godparents walking there as they just turned 80 are diabetic with weak feet already taking steps carefully and also partially blind due to the disease and inevitably every day they have to pass by this sidewalk in front of their house To get to their car I hope you can help it's at 403 Echandia St LA CA 90033 The phone number is 323 263 5575 My number is 3104624095 God bless you thank you Jasmine Zamora	9/17/17 12:00 AM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Jeff Mee	Please consider the sidewalks on McLaughlin between Venice and Palms.	9/14/17 8:47 AM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Jennie Chamberlain	I think the city council's idea to create a public private partnership to fix the sidewalks in front of privately owned buildings is absurd. If the city disagrees with this, than may I suggest that the city do the same with the roadways, the sewer maintenance and the trash collection. Sidewalk mobility is critical for a healthy, economically prosperous Los Angeles. It is not something that should be left up to private homeowners and business owners.	8/21/17 12:00 AM PT	Comment noted. See Chapter 2.0 Project Description.
Jill Bergstrom	The problem that no one wants to discuss : city-owned parkway trees. L.A.City trees are responsible for most, if not all, sidewalk problems. Why should homeowners pay to fix their sidewalks when the city trees caused the damage? The city will not remove the trees, so even if a sidewalk is fixed, within 5 or 10 years, the city trees will once again lift/deform the sidewalk.	9/11/17 7:46 PM PT	Comment noted. See Chapter 2.0 Project Description.
Joan Temple	Please vote for money to research which trees on Centinela in Mar Vista etc. can be saved. In the long run, it saves money with beauty, cooler streets.... Thank you. Joan Temple	9/10/17 12:00 AM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Joana Cruz	I am a resident of Mar Vista and although I appreciate the benefits of smooth sidewalks, the impact on the environment, especially in consideration of LA's dependence on water and the effects of global warming we are already experiencing directly (with the years long drought) cutting down trees before we have fully understood the potential impact makes absolutely no sense. We MUST consider long term effects of our actions. I URGE you to stop cutting down trees until the full Environmental Impact Report is complete and we can move forward with repairs in an informed manner. With concern, Joana Cruz	9/15/17 4:14 PM PT	Comment noted. See Chapter 2.0 Project Description.

Joanne D'Antonio	Shelley just gave us the opportunity to have a handout at the NCSA table at the Congress of Neighborhood Councils to give people ideas for weighing in on the Sidewalk Repair EIR scoping before Sept. 15. (I recommend all of you send in your comments to Shilpa Gupta (see attached for email address) before the deadline). I only found out tonight that this handout would be possible so I did not have time to have all of you weigh in. I took the liberty of writing up a sheet of what I think are the most important 10 points for this EIR. You will note that I did not get into specifics like numbers of replacement trees or container sizes -- I purposely avoided this sort of replacement game and focused on preserving tree canopy. As it is, most replacement trees planted so far have been species that don't really grow into canopy trees. I have been to and spoken at a whole lot of meetings following this sidewalk repair law suit and subsequent motions, including City Council Town Halls, Public Works Committee meetings and the full City Council vote meeting. Plus I participated in a bunch of CFAC meetings where Urban Forestry spoke. All of this informed this sheet, plus science information from Diana, and even an idea or two from the Tree People blog on Sidewalk Repair EIR scoping. Shelley needs to print this Thursday, and I am gone most of that day. This is just suggestions, and it will be stronger if it comes from our committee. If something truly bothers you, let me know asap. It is attached as a Word doc, so Shelley has it along with all of you. I can ask her to make a change if you really find a significant problem. Otherwise I hope you will let this fly, and forgive the short time frame. Shelly, Please let us know if there is any time for changes and when you need to get this printed. I am guessing by noonish Thursday. But I am leaving by 10 a.m. for meetings and won't have a computer until late afternoon. Hopefully we can live with this as it is. Thanks so much.	9/07/17 12:00 AM PT	
Joanne D'Antonio	1. Because the tree canopy provides significant cooling and air purification, both of which are critical for the health of the people in Los Angeles, the Sidewalk Repair EIR must assess the decrease of tree canopy that results from the large quantity of tall tree elimination currently anticipated by Urban Forestry for sidewalk repair. Negative impacts on air quality, diminished greenhouse gas reduction, and an increase in heat island effect must all be quantified. The environmental effects of increased air conditioning usage must also be calculated. Human health risks must be addressed. 2. Before any trees are removed for sidewalk repair, a full tree inventory of street trees must be done by an independent professional entity and a tree master plan created. An actual field calculation must be done of how many canopy trees Urban Forestry expects will be removed for sidewalk repair, as well as how many new places exist for planting trees that are capable of reaching a height that contribute to tree canopy. 3. A Master Tree Plan must be developed that does not remove trees too rapidly such that it creates a decline in air quality and an increase in the heat island effect. There should be no net loss to canopy during the sidewalk repair process. In view of the length of time it takes for a tree to grow tall, an aggressive planting schedule which includes new tree wells and green spaces may need to begin even before trees are removed. 4. The aggressive non-aesthetic pruning of tall trees, or "topping", currently the practice of Urban Forestry (which pays subcontractors \$180 a tree versus San Francisco that budgets \$1,000 for a large tree), must be factored in the assessment of decline of tree canopy. "Before" photos of recently-pruned trees are available on Google Maps and Google Earth. 5. Any tree replacements should be done strategically. Tree species that will grow tall enough to create canopy need to be identified as capable of thriving in this climate, and a plan to water and cultivate those trees into full maturity needs to be determined and adopted. 6. The environmental impact of wildlife habitats must be calculated and any tree removal scheduled so as not to disrupt spring/summer nesting. 7. Given the negative effects on canopy when trees are removed for sidewalk repair, a new ordinance to restrict property owners from removing any healthy trees on their property for non-sidewalk related reasons needs to be considered. 8. Identify a plan to fully implement sustainable tree-saving sidewalk designs including meandering sidewalks, bridging over existing roots, curb bump-outs and larger tree-wells. These were listed as options in the sidewalk repair motion of Nov. 30, 2016 (tree removal as a last resort), but none except tree removal have been put into practice as options. Results of any tests of alternative sidewalk approaches need to be recorded in the EIR and then publicized so that homeowners have these options to tree removal. Also, our urban forest could significantly increase water supplies and decrease stormwater pollution for LA if the City and property owners integrated permeable sidewalks designs, and these alternatives need to be promoted. 9. A thorough investigation into root pruning as an alternative to tree removal must be done. Urban Forestry proposed this approach to City Council as viable and reliable; and though it may not be widely known, the new administration at Urban Forestry says they do not want to use this method. 10. Every proposed tree removal must be fully publicized in advance with adequate time for due process and stakeholder participation to find alternate solutions to tree removal before any tree is removed.	9/14/17 12:00 AM PT	
Joanne D'Antonio	I WANT TO SAY THIS ABOUT THE VERY TALL LIQUID AMBER TREES.\u0183 EVEN FORESTRY HATES THEM, AND THEY DO LIKE CREPE MYRTLE TREES. TWO CREPE MYRTLE TREES DO NOT EQUAL ONE LIQUID AMBER TREE. THEY FALL DOWN, BUT THEY ADD TREMENDOUS BEAUTY TO THE CITY. AND THE SMALL TREES WILL NOT EQUAL THE SAME AIR QUALITY MANAGEMENT THAT THESE LARGE \u0183 TREES -- AND WE ARE PROCEEDING RIGHT NOW WITHOUT ANY EIR. WE'RE REMOVING TREES. TO GO WITHOUT AN EIR AND NOT CHECK WITH THE SCIENTIFIC STUDY -- THE DECLINE OF AIR QUALITY, AND THE IMPACT AND THE HEALTH AND DEATH OF LOS ANGELES CITIZENS WHEN MATURE TREES ARE REMOVED IN GREAT QUANTITY AND REPLACED WITH -- WITH SMALL TREES THAT DO NOT DO THE SAME JOB, EVEN WHEN THEY MATURE, BECAUSE THEY'RE ONLY TWO STORIES HIGH, THERE'S NOT MUCH IN THE WAY OF VERY LARGE TREES GOING IN UNDER THE SIDEWALK REPAIR PROGRAM. THIS NEEDS TO BE TO LED BY SCIENTISTS. AND ALSO NO ALTERNATIVE SIDEWALKS HAVE BEEN APPROVED. THERE ARE \u0183 PEOPLE THAT SEEM TO THINKING THAT ROLLING SIDEWALKS OR RUBBER SIDEWALKS MAY HAPPEN, BUT THE PEOPLE I'VE TALKED TO AT URBAN FORESTRY ROLL THEIR EYES AND SAY THEY HAVEN'T APPROVED ANYTHING, AND WE KNOW THEY DON'T WORK. SO BE HONEST WITH THE CITIZENS. We need a scientific study of the decline of air quality and the impact on the health and death of Los Angeles citizens when mature trees are removed. Small trees do not do the same job so this has to be honestly assessed and made public. Urban Forestry has said they will not root prune -- it is a policy of previous head of Urban Forestry - so this to be taken into consideration. No alternative sidewalks have been approved for use that can save a tree. We should do EIR before removing any trees.	8/14/17 12:00 AM PT	Comment noted. Please see the Executive Summary, Chapter 2.0 Project Description, Chapter 3.1 Aesthetics, Chapter 3.2 Air Quality, Chapter 3.3 Biological Resources, chapter 3.8 Hydrology and water Quality, Chapter 3.9 Land Use and Planning, Chapter 3.14 Utilities and Service Systems.
Joey Shimoda	We need an improvement with communication between public, agency and designers in regard to sidewalk design. The important stage is the planning stage and getting proper feedback from the public who can talk to all the agencies involve is the best way to solve this. The coordination between street lights, trees and any utility seem unconnected. And if it's a situation where you take the trees away we have to know where they new ones are getting placed. Basically a better job between placement of these items is what is needed. If designers are trying to make more beautiful streets we need to have a forum where we can help. Right now there is no real way to provide our (designers) input.	8/09/17 6:28 PM PT	Comment noted. Please see Chapter 2.0 Project Description, Chapter 3.3 Biological Resources
John LeGrand	Overall this sidewalk project was a tremendous improvement...however, the contractor didn't complete the sprinkler repair in the area in front of our building (842-848 Lucerne Blvd)...we have three sprinkler head's broken...who do we contact to get them repaired. Thanks you, John LeGrand	9/13/17 3:37 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Jonathan Carlos	The sidewalks on Canyon Dr. between Franklin Ave and the Griffith Park entrance are in need of dire repair. The majority of intersections do not comply with handicap access, and disallow handicapped individuals to access the public areas of the park safely. Additionally, they pose serious safety risks for the hundreds of people on foot who traverse on them each day en route to the park as they are unavoidable trip hazards. Being the father of a newborn, I struggle each day that I try to walk thru the neighborhood navigating our stroller up and over the sidewalks. Often times, we feel forced into the street as the sidewalks are immobilizing for us. We would love to see them repaired and normalized for both our fellow neighbors, tourists, and handicapped individuals.	9/11/17 4:03 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/ and See Chapter 2.0 Project Description.
Josef Siroky	I live in mid city, an area that anecdotally is low income based on appearance. My neighborhood does not face the issue of have cracked sidewalks as much as other issues, the issue in my opinion in the uprooting created by trees that have shifted sidewalks in my neighborhood at least a foot up. The trees in my neighborhood don't get trimmed, but that's another issue, the sidewalks are uprooted and have forced disabled persons and children to cross the street where my neighbor's sidewalk has moved upward.	9/08/17 5:25 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/ and See Chapter 2.0 Project Description.

Joseph Barmettler	I am very concerned about the tree removal associated with Safe Sidewalks and statistics strongly suggest that the San Fernando Valley Tree belt will suffer damage that may not be replaceable in order to divert advanced living conditions to the public. I request a thorough investigation of and for mitigating trimming and/or destroying living trees and those trees on endangered species list, especially large mature trees.	8/14/17 12:00 AM PT	Comment noted. Please see Chapter 2.0 Project Description, and Chapter 3.3 Biological Resources
Joseph Salac	To whom it may concern, I would like to bring to someone's attention that our thirteen year old side walk on our front yard has been lifting little by little every year due to overly grown roots from the tree that is possibly half a century years old that also needed at least trimming due to falling leaves even on summer time. I had witness individuals who tripped during their walks and almost falling to the ground, specially during sundown where they could not see the lifted sidewalks. I have to rake leaves during Tuesdays and leave the leaves on the street hoping for the street sweeper truck will pick most of it up the next following morning, if they come by. I am not even sure if it is legal and appropriate to do, yet if we do not do so our green bin for tree trimmings will not be sufficient to fit all of the fallen leaves for a week where there were occasions that I had to borrow our neighbors green bins when it is time to mow the grass. We had considered desert style front lawn to conserve on watering, yet having gravel and with the many leaves falling onto it will not be viable for it will be more task and work doing the cleaning. Moreover, having solar panels on the roof is not an option to have for a huge tree blocking the roof will not be helpful. I had attached photos and hoping that this concern will be at least looked at. Thank you in advance, Joseph	9/14/17 6:17 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Joyce Dillard	You state: Because the proposed Project is considered a maintenance project that is replacing existing sidewalk with new sidewalk (original purpose of facility), MS4 Permit redevelopment requirements do not apply. a result, no post---construction BMPs or hydromodification requirements are anticipated. Bureau of Sanitation is responsible for the LA Regional Water Board's MS4 permit. That permit requires several Enhanced Watershed Management Programs (by watershed) which include sidewalk improvements and stormwater infiltration. If stormwater collected is stored under the streets, how will this affect the sidewalks. Where are the Sediment Management studies?	9/15/17 12:00 AM PT	Comment noted. Please see Chapter 2.0 Project Description, Chapter 3.3 Biological Resources, Chapter 3.8 Hydrology and water Quality, Chapter 3.14 Utilities and Service Systems.
Judith Avery	I think the sidewalk repair project is much needed and sounds great. I look forward to it being implemented. Keep me posted.	9/13/17 7:54 PM PT	Comment noted.
Juliana Lassleben	Every child in Los Angeles should have access to a safe route to school. There is an urgent need to improve the sidewalks near Alta Loma Elementary School in the Los Angeles Mid City Neighborhood (1745 Vineyard Ave, Los Angeles, CA 90019). The School was listed by Vision Zero as one of 50 schools most impacted by traffic related injuries, in part due to the poor quality of the sidewalks. Families are trying to navigate narrow, uneven sidewalks with strollers and multiple young children on foot. The sidewalks needing leveling, replacement or repair are: Vinyard between Venice Blvd and Washington Blvd, on Rimpau Blvd between Venice Blvd and Washington Blvd and on both Saturn St between Vineyard Ave and Rimpau Blvd. Saint Elmo Dr between Vineyard Ave and Rimpau Blvd.	9/13/17 4:28 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/ and Please see Chapter 2.0 Project Description.
Juliana Lassleben	More trees Please. Shade trees make walking more comfortable in hot summer months. Your department should be able to evaluate which species maximize shade and oxygen production while minimizing damage to sidewalks and sewer lines.	9/14/17 12:17 PM PT	Comment noted. Please see Chapter 3.3 Biological Resources.
julie gibert	When I saw the new "scramble" crosswalk at Sylvan Street and Sylmar Avenue in Van Nuys featured in the news, all I could do was question where the city's priorities are. How can we be spending money on a project like that while there are residential streets that have broken or incomplete sidewalks? Hopefully I will be shown that they are in place once the EIR is completed. I live on De Celis place between Vanowen and Sherman Way in Lake Balboa. Unfortunately, there is a portion of my street where the sidewalk just stops and you have no other option then to walk on a street. To add to the hazardous situation, that portion of the block is also completely lacking lighting leaving anyone walking there in total darkness and unable to see what is in front of them. So, should you be unlucky enough to have to walk at night you are taking a gamble that either you will trip and fall or possibly get hit by a car driving down the street.	9/12/17 3:37 PM PT	Comment noted. Please see Chapter 2.0 Project Description, no new sidewalk will be install as part of the Project.
Kamyar Moshfegh	This street is forgotten, broken sidewalks and bad asphalt all along this short block. We pay taxes like every other neighborhood, why our street looks so terrible I don't understand	9/14/17 7:58 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Kathy Darrah	Sidewalk on southeast side of street between fountain Ave and De Longpre is unwalkable due to tree roots destroying the concrete.	9/11/17 4:32 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Katie Trevino	Hi! The trees planted in the parkway have destroyed the sidewalks & driveway in front of my property. I worry all the time about someone getting hurt in front of my house, not to mention the fact the sidewalks would be very difficult for anyone with accessibility issues to navigate. I received a \$2k rebate mos. ago, but the scope of work cost over \$7k. I was told that if I didn't complete the entire scope of work -- I would have to forfeit the rebate, so I didn't accept the initial offer. When I saw that Ryu's office upped the rebate amount to \$10k, I reapplied, but have yet to hear anything. I am like a lot of homeowners in that I can't afford the out of pocket cost to fix the tree root/sidewalk issue. It's something that needs to be taken care of for the safety of anyone walking past my home (which is a lot of people given my close proximity to Larchmont Boulevard) so I really really hope the city will offer a rebate that covers the total cost of the project.	9/11/17 4:36 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/
keith johnson	Will the sidewalks ever be repaired along Larchmont Blvd, especially in the main village shopping area. I've personally caught 1 lady who tripped & fell. Or I'll volunteer to paint warning stripes around the most dangerous parts of the uneven walkways.	9/11/17 4:41 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Kim Estrada	Hello, is there a way we can repair the sidewalks on Tunney between Devonshire and Tampa? Also the sidewalks on Devonshire between Tampa and Mason are in pretty bad shape.	9/12/17 8:03 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Kim Nguyen	Does the city fix sidewalks that are being uprooted by trees?	9/12/17 6:37 AM PT	Comment noted. Please see Chapter 2.0, Project Description.
King Raymond Joseph Carpenter Jr.	To All Interested Party-I King Raymond Joseph Carpenter Jr. have a problem understanding all the fine points of (BOE) proposail, could the people receive more information of the financial stakeholders, trustee agencies, and responsible agencies. We the people NEED financial record so we can understand were the money's coming from. We NEED to see teh Books. We want the NAME and record of How its being PAID for !!! if you Do Not provide the information if a no on the project !!	8/31/17 5:53 PM PT	Comment noted. Please see Chapter 2.0, Project Description.
Kristin DiCenso	It would be great to get the sidewalk repaired at 12124 Goshen Ave, 90049 as a tree has lifted the sidewalk approx 8 inches. This makes it unsafe for the elderly who travel this sidewalk to get to Ralph's grocery store. I see elderly people with their walking aids use this sidewalk every day. I am concerned that one day someone will fall and injure themselves, while no one is paying attention to help. It would be great to get this sidewalk repaired. Thanks.	9/14/17 7:52 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/

Kyle Winston	The sidewalk repair program should consider using poured in place rubber (aka playground surfacing) to pave all side walks. Its impact absorbent and ADA accessible. Furthermore, being a flexible material should help with tree roots growing under the sidewalks.	9/13/17 11:37 AM PT	Comment noted. Alternative construction materials are discussed in Chapter 3.9, Land Use. See Chapter 2.0, Project Description.
Laura Eckert	I would like to express my support for Continuing, Amending and Expanding Safe Sidewalks LA. Being a mother who frequently pushes a stroller, I have experienced challenges navigating sidewalks that have made me much more aware and sympathetic to accessibility issues. This program is necessary to resolve the lack of ramps, sidewalks in need of repair, and pathways that are too narrow for a wheelchair or stroller, which are extremely common throughout the City. Thank you	9/14/17 1:28 PM PT	Comment noted. Please see Chapter 2.0 Project Description.
Lauren Tess	Please do not remove any healthy trees until the EIR is completed. Also, Please require that native trees be chosen over non-natives whenever possible, and drought-tolerant or low water trees over others. Let's move forward instead of stagnating in the uninformed practices that pay little heed to long-term environmental impact! Let's live up to LA's claim of being a leader in sustainability and the environmental awareness. Thank you!	8/09/17 1:04 AM PT	Comment noted. Please see Chapter 2.0, Project Description, and Chapter 3.3 Biological Resources.
LAUSD	Presented below are comments submitted on behalf of the Los Angeles Unified School District (LWSD or District) regarding the proposed Sidewalk Repair Project. The areas around District schools experience high volumes of young students and their families walking to and from school. I-he District wishes to work with the City's Sidewalk Repair Project to identify and prioritize repairs of damaged sidewalks and other pedestrian facilities around schools, panicularly areas that are identified as pedestrian routes to schools. District Pedestlian Routes to School maps are available at: https: I will follow up this comment letter with a phone call to discuss opportunities for coordination. Thank you for your time. If you need additional information, Please contact me at (213) 241-3432.	9/05/17 12:00 AM PT	Comment noted. Please see Chapter 2.0 Project Description.
Leimert Park Historic District (MLK to Vernon; Crenshaw to 4th Ave)	The city's sidewalks are in great need of help. The City's goal of requiring property owners with the responsibility of paying for the repair and maintenance of public walkways is unacceptable. Public funds should be used to pay for public walkways and streets. Additionally, there needs to be better coordination between BOE and Urban Forestry. In most cases the sidewalks are damaged by the roots of trees that have been planted in the parkways by the City.	9/14/17 10:24 AM PT	Comment noted. Please see Chapter 2.0 Project Description.
Linda Erdmann	I think this program is very important for safe LA communities. I live in Beachwood Canyon where tourist traffic is a constant due to the Hollywood Sign. Many of the sidewalks are in disrepair along Beachwood Drive and do not accommodate people walking along the busy street. The narrow roads above Beachwood do not have sidewalks so people have to walk on the side of the street causing pedestrian and vehicle danger.	9/11/17 4:00 PM PT	Comment noted. Please see Chapter 2.0 Project Description, not new sidewalks will be built as part of the Project.
Lisa Rezner	I am not certain if this is the appropriate time or place to comment on the impact of the Safe Sidewalks program, but I wanted to express that I think this is an extremely important and potentially life saving project. I often jog in the Hancock Park neighborhood and recently experienced the hardest fall of my life due to a dangerous sidewalk that had not been repaired. It has taken me over a month to heal and I am 33 in relatively good shape! If I were any less agile, any older, or more frail, this fall could have sent me to the hospital. I want to live in a community where I am safe to walk or jog on the sidewalk. Not everyone seeks out a gym for these activities...let's keep our sidewalks safe and repaired at all times! As someone who cares about the environment, I recognize the overall impact this project may have. I know that my incident was caused by a tree's roots running underneath the sidewalk and forcing it to become raised and cracked. I would hope there is a solution that does not involve removing trees entirely, but to successfully execute a safe sidewalk, I think what needs to be done should be done. Perhaps for every tree removed, a tree can be planted in a nearby park or safe location? Thank you for your time. Warm Regards, Lisa Rezner	9/11/17 4:38 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/ Please see Chapter 2.0 Project Description and Chapter 3.3 Biological Resources.
Lorena Bernal	Schools and other public facilities should given priority.	9/15/17 10:33 AM PT	Comment noted. Please see Chapter 2.0 Project Description.
Los Angeles Metro	Metro Comments Based upon our conference call on September 12, 2017, Metro understands that the City Los Angeles has not prepared-a constructfon phase for the Sidewalk Repair Program. As such, coordination between the City of Los Angeles and Metro will be essential for Metro Operations (Bus, Rail, Facilities Acce5,s, Service Operations, etc.)to be notified of any proposed sidewalk repair construction in advance of construction. Metro is respectfully requesting advanced notice of any constructi1on activity so that we may coordinate with our departments or, possible impacts to our facilities and services. Listed below are specific comments from our Bus Operations departments. Bus Operations Metro bus lines operate throughout the City of Los Angeles. Although the project is not expected to result in any long-term impacts on transit, the developer should be aware of the bus services that are present. Please contact Metro Bus Operations Control Special Events Coordinator at 213-922-4632 and Metro's Stops and Zones Department at 213-922-5190 at least 30 days in advance of initiating construction activities. Other municipal bus operators may also be impacted and should be included in construction outreach efforts. The following comments relate to bus operations and bus stops: 1. Do not construct curb extensions (bulb-outs or bump-outs) at bus stop zones. Understanding they are designed for pedestrian safety, they negatively impact transit bus operations. Bump-outs are not transit bus friendly. 2. Minimize landscaping design that constitutes as an obstruction to the boarding and alighting of passengers along the bus stop zone. Some landscaping design especially if it is not level with the pavement may pose a trip hazard. It also becomes a hurdle at times when it comes to ADA compliance. Transit passengers should be able to safely board and alight anywhere along the bus zone in an ideal situation. A bus may stop short or stop forward depending on the circumstances, which then dictate where passengers will board and alight. Construction agencies need to be informed they need to consider bus patrons alighting from the 2nd or 3rt1 doors in most instances and not just the front door. 3 Grass parkways in the bus zone are a slip hazard when it comes to inclement weather or if there is a sprinkler system that is turned on. 4. Sidewalk width should be a minimum of 8' for ADA Compliance and to accommodate street furniture especially if a bus shelter or benches are to be incorporated at a later time. 5- Tree selection should be ones that do not have an invasive root system. Most of the problems with sidewalks are those that are being lifted by tree roots. Also trees selected should branch-out not lower than 14' to clear high profile vehicles. Metro buses experience daily impacts with offending branches, damaging exterior side cameras. 6. Repairs made within 2' of a grass parkway. The grass parkway should be removed and replaced with a standard 5' X 8' passenger loading zone. 7. During construction, the stop must be maintained or relocated consistent with the needs of Metro Bus Operations. Please contact Metro Bus Operations Control Special Events Coordinator at 213-922-4632 regarding construction activities that may impact Metro bus lines at least 30 days in advance of initiating construction activities. For closures that last more than six months, Metro's Stops and Zones Department will also need to be notified at 213-922- 5190, 30 days in advance of initiating construction activities. Other municipal buses may also be impacted and should be included in construction outreach efforts.	9/15/17 12:00 AM PT	Comment noted. Please see Chapter 3.12 Transportation/ Traffic
Los Angeles Metro	Hello Ms. Gupta, Our Development Review team is in receipt of the Notice of Preparation for the proposed Sidewalk Repair Program for the City of Los Angeles. In order to assess any potential impacts to Metro's services or facilities, we would like to Please request a complete list of the proposed sidewalk repairs in the Sidewalk Repair Program. Should you have any questions regarding this request, Please feel free to contact me via email or at the information below. Thank you, Michael Barrita	8/10/17 12:00 AM PT	

Los Angeles Walks	Tree replacement transparency: When a tree is removed in order to complete sidewalks repairs, BOE will replace each tree 2:1 and will try to replace trees in the same general area as the one removed. We are concerned about the loss of Los Angeles' already limited urban tree canopy, but we are also concerned about transparency. How will BOE report real time information so the public knows where trees are being removed and replaced? Difficult projects: BOE prioritizes access requests on a first come, first served basis. How does the department handle projects that are complicated and are delayed because of their complexity? How does Sidewalk Repair Program Draft EIR comments Page 2 BOE communicate with members of the class in this situation (if a repair is delayed for whatever reason). We also question what constitutes a complication in the first place. Construction zones: We are concerned about maintaining safe walking paths during construction. Based on personal experience, this is often overlooked. 5. Agency coordination: Recent meetings with staff from BOE Safe Sidewalks LA, BOE Vision Zero, and Metro demonstrated that there's not a lot of coordination of efforts when it comes to sidewalks. Might just be that I'm not talking to the right people, but they each seem hyper focused on their projects and not coordinating data collection and implementation, though they're all working on sidewalks and access.	9/15/17 10:38 PM PT	Comment noted. Please see Chapter 2.0 Project Description, Chapter 3.3. Biological Resources, Chapter 3.12 Transportation/Traffic.
Lucas Dickey	It is my hope that for every tree that is removed a comparable (or greater) number of trees would be planted such that the carbon sink impact is identical. Replacing old growth large trees with large, dense foliage with something much smaller and light foliage is not sufficient. I want great, walkable sidewalks, but I also want breathable air and fewer heat islands.	9/11/17 9:42 PM PT	Comment noted. Please see Chapter 2.0 Project Description, and Chapter 3.3 Biological Resources
Lutheran Church of The Master	I am writing on behalf of the church at this location. The broken sidewalks and missing curb ramps at the alley make it difficult for our members to get to church. We have some older members that do use crutches, walkers, and canes and it would help if the sidewalk was fixed for them. It would also help if the alley had curb ramps in order to cross the alley. The sidewalk at this location is also located next to a blue handicap parking space located on the curb.	9/14/17 10:43 AM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Lydia Hart	I have lived at 3023 4th Ave since 1972. When I moved here I called about the curb was told there was a list. Continued to call off & on by this time the sidewalk was cracking told they would only pay a percentage. My last call I was told they have no money I could do it myself & they will issue me a permit at no cost.	9/14/17 10:43 AM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Marco A. Sanchez	I think that sidewalks should be reinforced with re-bars and perhaps make them thicker.	8/31/17 2:40 PM PT	Comment noted. Please see Chapter 2.0 Project Description and Chapter 3.9 Land Uses and Planning.
Mari Machi	The several blocks around me are missing sidewalks. It makes it dangerous to walk my dogs, especially at night. Some of my neighbors have even blocked the space where the sidewalk should be with shrubs and plants forcing me to walk on the street.	9/13/17 4:55 PM PT	Comment noted. Please see Chapter 2.0 Project Description, not new sidewalks will be built as part of the Project.
Maria Bains	Need new sidewalks on Manchester Blvd between Lincoln and Sepulveda.	9/15/17 10:23 AM PT	Comment noted. Please see Chapter 2.0 Project Description, not new sidewalks will be built as part of the Project.
Maria Elena Uribe	Please fix the sidewalk in our block. The seniors from the convalescent hospital often go for a walk and the sidewalks are a mess and they often have to walk along the street among the traffic.	9/11/17 4:01 PM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Maria Saavedra	It's a very good project that they want above all for the disabled people and our community needs a lot of work because the sidewalks are already very bad and our kids needs safe in the streets and happy as a result of this great project. Congratulations.	8/14/17 12:00 AM PT	Comment noted. Please visit https://sidewalks.lacity.org/
Maria Toval	MY NAME IS MARIA TOVAL AN I COME FROM PACOIMA BEAUTIFUL. I LIKE THIS PROJECT TO MAKE THE CITY LOOK BEAUTIFUL. BUT MY QUESTION IS, WHERE ARE WE GOING TO START? WHERE THERE'S NO SIDEWALK IS? OR ARE WE GOING TO REPAIR THE EXISTING SIDEWALKS? WHEN WE GOING TO START? AND BECAUSE I SEE A LOT OF STREETS WITH NO SIDEWALKS, AND KIDS FROM THE SCHOOL, THEY WALKING THOSE SPOTS EVERY DAY. AND IT'S VERY BAD FOR THE KIDS. SO I LIKE IF WE CAN DO THIS ONE AS SOON AS POSSIBLE SO WE CAN HAVE A BETTER WAY FOR THE KIDS TO WALK.	8/14/17 12:00 AM PT	Comment noted. Please see Chapter 2.0 Project Description, not new sidewalks will be built as part of the Project.
Maria Zatarain	Hi. I would like to request that the sidewalks around our neighborhood elementary school be fixed. My children attend 28th Street elementary. I live on 27th Street between San Pedro and Central Ave. we walk our children to school on the street. Our sidewalks are either broken, got holes, or the roots have lifted great parts of the sidewalks. My daughters have tripped on the sidewalk and strange as it sounds, it's safer to walk on the street. People that have strollers or wheelchairs have no way of going through our sidewalks. They are definitely a danger.	9/13/17 11:58 AM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
Marie Vaziri	Although we desperately need this program, I believe the generous amount of up to \$10,000 per household is EXTREMELY EXCESSIVE. Please be mindful with the way you use our tax dollars.	9/11/17 9:55 PM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
Marilyn Fuentes	Hello, I'm very happy that this program is going on in an effort to better our community. I would like the sidewalk that is in front of both my family's houses be repaired. They would be 139 and 133 N Wilton Pl. Many people walk and jog on this side and it would be very unfortunate to have an accident due to the broken and "lifted" pieces of cement/sidewalk. I truly hope this can be fixed. Sincerely, Marilyn Fuentes	9/11/17 5:02 PM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
Marilyn Marks	Many Angelenos greatly enjoy walking on city sidewalks especially in their residential neighborhoods. However it often a hazard as cracked sidewalks and uplifted broken sidewalks due to plant and tree roots cause tripping and sometimes falling. The problem of trees uplifting sidewalks must be addressed. We need and value neighborhood and city trees, but roots must be cut or sidewalk "overpasses" must be installed to prevent walkers' injuries. The city should be the first to do repairs and then advise (and expect) homeowners that they need to maintain the sidewalks in front of their property for their own safety as well as that of others.	9/14/17 6:40 PM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
Mark Chung	The sidewalk in front of my house has two squares that are lifting from a previously removed tree root, and it is a bit dangerous for anyone walking on it. Also, on Laurel Canyon Blvd just north of Sunset on the East side of street, the huge ficus trees have absolutely torn up all of the sidewalk on that block and it is really treacherous for pedestrians.	9/13/2017 11:55	Comment noted. Please see Chapter 2.0 Project Description and Chapter 3.3 Biological Resources. Please visit https://sidewalks.lacity.org/
Martin Rosales	MY NAME IS MARTIN ROSALES. AND I WANT TO TELL YOU THAT I REALLY DO LIKE THIS PROGRAM. I'VE NOTICED THAT, WITHIN OUR COMMUNITY, THERE'S A LOT OF WORK TO BE DONE. THERE'S MANY PEOPLE -- MANY PEOPLE LIKE MYSELF THAT WE ARE DISABLED. THE SIDEWALKS ARE TERRIBLE, YOU KNOW, AND THEY REALLY DO NEED TO GET FIXED. ONE OTHER THING I WOULD LIKE TO KNOW, WHAT IS GOING TO BE THE ENTIRE COST ABOUT THIS PROJECT? I BELONG TO AN ORGANIZATION, PACOIMA BEAUTIFUL. AND WITHIN THOSE, WHAT WE TRY TO DO IS PROTECT THE ENVIRONMENT -- THE BEAUTIFUL ENVIRONMENT. I ALSO LOVE THE TREES. AND WHAT I LIKE ABOUT THIS IS YOU'RE TALKING ABOUT REMOVING ONE TREE, AND WHEN YOU REMOVE ONE TREE, YOU'RE GOING TO PUT TWO IN THAT PLACE. BUT I BELIEVE THAT ONCE YOU TAKE ONE OUT AND THEN YOU PUT TWO IN THEIR PLACE, THESE TREES ARE GOING TO REQUIRE A LOT OF CARE. YOU KNOW? SOMETIMES PEOPLE -- SOMETIMES WE DON'T TAKE CARE OF THEM. AND IN ORDER TO TAKE CARE OF THEM, THEY HAVE TO BE PROTECTED. ALSO, THE SIZE - THE SIZE THAT YOU GUYS ARE GOING TO PUT IS GOING TO BE VERY IMPORTANT. I REALLY WANT TO CONGRATULATE ALL OF US THAT ARE WORKING TOGETHER ON THIS PROJECT. AND HOPEFULLY SOON WE CAN START DOING THIS PROJECT.	8/14/17 12:00 AM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/

Matthew Quezada	Maybe you could use an epoxy resin ?	9/05/17 2:36 AM PT	Comment noted. Alternative construction materials are discussed in Chapter 3.9 Land Use . See Chapter 2.0 .
Mayra Soto	Trees need to be replaced by California native trees and agreement needs to come from homeowners to care for the trees. I don't think 2:1 ratio is enough if young trees are being planted the canopy we once had will take a long while to come back.	8/14/17 12:00 AM PT	Comment noted. Please see Chapter 2.0 Project Description , and Chapter 3.3 Biological Resources
Michelle Valencia	We have a raised section of sidewalk concrete in front of our home. A large tree has uprooted the area. We have called the city about this, but never heard from the city. Other than filing the complaint, what more can we do? Several people have tripped and fell due to this section. The tree is healthy and the city will not remove the tree. Therefore the section continues to be lifted.	9/13/17 6:11 PM PT	Comment noted. Please see Chapter 2.0 Project Description . Please visit https://sidewalks.lacity.org/
Natasha Keefer	The SideWalk Repair Program (SRP) should require PROMPT (within 30 days) replanting of COMPARABLE shade trees to those that are removed as part of the SRP. While the community understands the need to repair sidewalks, tree removal can be devastating to neighborhoods. Many trees were planted many decades ago. These mature, healthy shade trees bring a huge benefit to the community (very important for air quality, heat mitigation, and neighborhood beautification) and are difficult to replace. The removal of the trees is a big loss to the community, particularly in areas near freeways. Replacing mature trees with tiny seedlings, that will not provide any benefits for 5 years, is not an adequate solution.	9/13/17 6:10 PM PT	Comment noted. Please see Chapter 2.0 Project Description , and Chapter 3.3 Biological Resources
Native American Heritage Commission	To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions: 1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine: a. If part or all of the APE has been previously surveyed for cultural resources. b. If any known cultural resources have been already been recorded on or adjacent to the APE. c. If the probability is low, moderate, or high that cultural resources are located in the APE. d. If a survey is required to determine whether previously unrecorded cultural resources are present. 2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure. b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center. 3. Contact the NAHC for: a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE. b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures. 4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence. a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs. tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities. b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans. c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subs. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.	8/01/17 12:00 AM PT	Thank you for your comment. AB 52 consultation is discussed in Chapter 3.13 . Please see Chapter 3.4 for Cultural Resources discussion.
NCSA Trees Committee	1. Because the tree canopy provides significant cooling and air purification, both of which are critical for the health of the people in Los Angeles, the Sidewalk Repair EIR must assess the decrease of tree canopy that results from the large quantity of tall tree elimination currently anticipated by Urban Forestry for sidewalk repair. Potential effects on air quality, including diminished greenhouse gas reduction, and increase in heat island effect must be quantified. The environmental effects of increased air conditioning usage must also be calculated. Human health risks must be addressed. 2. Before any trees are removed for sidewalk repair, a full tree inventory of street trees must be done by an independent professional entity and a tree master plan created. An actual field calculation must be done of how many canopy trees Urban Forestry expects will be removed for sidewalk repair, as well as how many new places exist for planting trees that are capable of reaching a height that contributes to tree canopy. 3. A Master Tree Plan must be developed that does not remove trees too rapidly such that it creates a decline in air quality and an increase in the heat island effect. There should be no net loss to canopy during the sidewalk repair process. In view of the length of time it takes for a tree to grow tall, an aggressive planting schedule which includes new tree wells and green spaces may need to begin even before trees are removed. 4. The aggressive non-aesthetic pruning of tall trees, currently the practice of Urban Forestry (which pays subcontractors \$180 a tree versus San Francisco that budgets \$1,000 for a large tree), must be factored in the assessment of decline of tree canopy. "Before" photos of recently-pruned trees are available on Google maps and Google Earth. 5. Any tree replacements should be done strategically. Tree species that will grow tall enough to create canopy need to be identified as capable of thriving in this climate, and a plan to water and cultivate those trees into full maturity needs to be determined and adopted. 6. The environmental impact of wildlife habitats must be calculated and any tree removal scheduled so as not to disrupt spring/summer nesting. 7. Given the potential negative effects on canopy when trees are removed for sidewalk repair, a new ordinance to restrict property owners from removing any healthy trees on their property for non-sidewalk related reasons needs to be considered. 8. Identify a plan to fully implement sustainable tree-saving sidewalk designs including meandering sidewalks, bridging over existing roots, curb bump-outs and larger tree-wells. These were listed as options in the sidewalk repair motion of Nov. 30, 2016 (tree removal as a last resort), but none except tree removal have been put into practice as options. Results of any tests of alternative sidewalk approaches need to be recorded in the EIR and then publicized so that homeowners have these options to tree removal. Also, our urban forest could significantly increase water supplies for LA if the City and property owners integrated permeable sidewalks designs, and these need to be promoted. 9. A thorough investigation into root pruning as an alternative to tree removal must be done. Urban Forestry proposed this approach to City Council as viable and reliable; and though it may not be widely known, the new administration at Urban Forestry says they do not want to use this method. 10. Every proposed tree removal must be fully publicized in advance with adequate time for due process and stakeholder participation to find alternate solutions to tree removal before any tree is removed.	9/10/17 12:00 AM PT	Comment noted. Please see Chapter 2.0 Project Description , and Chapter 3.3 Biological Resources
Nicholas Aguilar	To Whom It May Concern / Person in Charge: I am the manager of an apartment building. I would like if you Please send someone to fix the sidewalk. It is all broken and it looks like it wants to sink. Before that happens, Please, we ask you to take us into account and you send someone to fix it. As you see in the photo it is separated and can sink at any time. Your friend, Manager of Southland Apartments Nicholas Aguilar M. This is the address: 2124 S. Main St. Los Angeles, CA 90007	9/05/17 12:00 AM PT	Comment noted. Please see Chapter 2.0 Project Description . Please visit https://sidewalks.lacity.org/

Nicole Siskind	Please take all the suggestions from the Tree People to green our City. I have copied them below: improve the current tree replacement ratio: The policy -- at a minimum -- needs to be 2:1 when trees have a canopy under 30 feet and should increase to 4:1 for trees over 30 feet. TreePeople believes there should be a no-net-loss in canopy from sidewalk replacements and this ratio helps get the City there. Additionally, TreePeople will continue to work with the City and other partners on a net increase in tree canopy outside of this particular sidewalk replacement program. Tree replacements should be done strategically: If trees have to be removed, let's be strategic in what we replace them with. This is an opportunity to choose the appropriate replacement species to maximize the many benefits of trees, including fighting the urban heat island effect and impending extreme heat effects from climate change. Greenhouse gas and urban heat island impacts need more attention: The loss of our urban trees leads to a) increased heat b) more emissions due to loss of shade and an increased use of air conditioning. TreePeople believes these impacts need to be properly documented, accounted for and mitigated against. Public process and permitting: Blanket permits to remove trees do not work. Each tree needs to be evaluated on-site by an ISA certified arborist/municipal specialist who also holds a Tree Risk Assessment Qualification (TRAQ) at a minimum. These specialists should also follow American National Standards Institute (ANSI) standards for any tree management or maintenance. Additionally, the transparency from public hearings is critical for the public to have their say. Sustainable sidewalk designs: Our urban forest could significantly increase water supplies for LA if the City integrated sustainable sidewalks designs such as bioswales to capture stormwater and other green infrastructure opportunities. Other sustainable designs including meandering sidewalks, bridging over existing roots, curb bump-outs and larger tree-wells are also critical pieces to protect the urban forest.	8/28/17 1:01 PM PT	Comment noted. Please see Chapter 2.0 Project Description, and Chapter 3.3 Biological Resources
Ophelia Daniel	We need in LA county safe sidewalks as well as attractive and properly functional sidewalks. Thank you.	9/10/17 5:39 PM PT	Comment noted. Please see Chapter 2.0 Project Description.
Pamela Daukayev	The sidewalk and curb in front of 262 S Van Ness Avenue, LA 90004-3621 is badly damaged. We would be so grateful if you would put this site on your list of repair locations! Thank you very much.	9/11/17 4:30 PM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
Patrick Johnson	The City needs to consider that the overzealous removal of mature trees in the name of sidewalk repair may have even more adverse consequences, including raising the temperature of all the dwellings on the street and blighting the landscape. The City needs to consider that the overzealous removal of mature trees in the name of sidewalk repair may have even more adverse consequences, including raising the temperature of all the dwellings on the street and blighting the landscape. For example, the City has proposed removing 2 mature ficus trees on our street that have barely caused the sidewalk to rise an inch. Yet they cool this portion of the street by 10-20 degrees and hide the bare, reflective concrete facade of a giant apartment building that occupies half the block. Removing these trees will have a far more negative impact than the 1-inch incline they currently cause in the sidewalk.	9/12/17 3:40 PM PT	Comment noted. Please see Chapter 2.0 Project Description, and Chapter 3.3 Biological Resources
Paula Jeppson	I'm a big walker in my neighborhood and the sidewalks and curbs and streets are in such poor condition, from tree roots to poor repairs, to sloppy careless maintenance. Awful and dangerous Also I recently went walking on Ventura Blvd between haseltine and woodman with a young friend from Portland and she seriously asked me if this was a slummy part of LA because the sidewalks and storefronts were so dirty and shabby and the sidewalks and curbs were all broken up. It was embarrassing. I know the valley gets everything last even though we pay for the whole city. Its crummy. I went walking in Santa Monica recently and the sidewalks and streets were in good repair and clean and perfect so it can be done Don't even get me started on our 1919 van nuys high school building full of great kids and enthusiastic teachers but the building is a nightmare! Shameful! PJ	9/11/17 5:16 PM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
Peter White	I support the program to repair sidewalks and offer rebates to homeowners and business owners. It is disgraceful that the city avoids infrastructure improvement. Often housing developers installed the first sidewalk as they did in Wilshire Park where I live. 97 years later the original sidewalks are still being used. Repairs are needed and the rebates help but the program needs to have more publicity and must be part of a larger program of city street improvements. As for the environmental impact, improved storm drains, curbs and sidewalks will help with storm runoff and encourage people to improve planting trees and improve landscape. Los Angeles is a world class city but it's streets and sidewalks look like a 3rd world slum.	9/11/17 4:06 PM PT	Comment noted. Please see Chapter 2.0 Project Description, Chapter 3.14 Utilities and Public System
Raphael Cohen-Bacry	Dear Shilpa, I am a resident at Hancock Park Terrace and a year or so ago our Board was told that we should remove the city ficus trees and repair the badly damaged sidewalk in front of our complex on Melrose Ave. We had tried to get financing from the city but could not get anywhere and I think the Board was concerned that some passerby might get hurt. So we organized and paid for the whole project (9 huge beautiful trees were removed), including the replacement trees. That was a very expensive job for our small community, and on top of it this impacted the view of Melrose greatly. I believe this is not fair to us that we had to finance this job with no help since the trees are the city's property and this is a public sidewalk that people use to wait for the bus and go to the public library. It put our community in an uncomfortable financial situation (special assessment, increase of HOA). Would you be kind enough to let me know if there is something you can do to help us recover some of the expenses? Thank you	9/12/17 12:00 AM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
Richard Brossman	So....let's see. Let's assume YOU are walking your 94 year old mother north on Orlando from Burnside towards west third street on the east side of Orlando, to have a nice dinner out...to shake some of her confusion/dementia after you just commented that she is really enjoying her life in spite of an arthritic knee and needs to walk with a cane. You are helping her avoid and maneuver through the mine field of a broken sidewalk with half-assessed tar attempts to cover up the HUGE cracks---ONE AFTER THE OTHER and then: BOOM! Your 94 year old mother falls on the cracked sidewalk, and the rest of her life is up in smoke. Why? Because she is taken to the hospital to find out she broke her hip and at 4 AM is finally put to bed to prepare for emergency surgery the next day. Then your mother has surgery spends three days in the hospital in agony from the surgery and cannot move in bed. Then your 94 year old mother is then transported AGAIN to a rehab facility for weeks and weeks of painful physical therapy perhaps, not able to walk again. In the meantime, her dementia is worsening because she is moved from one unfamiliar setting to another and as you leave her at the rehab facility and you say good bye until the next day she closes her eyes in defeat saying she has lost all control to all the professionals and is resigned to her uncertain future. This is the story of my mother..as I left her tonight at the rehab facility I was thinking of how can I get across to you that this city is a danger zone..WAITING for one disaster and another. But it does not matter to you because I know I will receive a default: "Thank you for your e-mail"....and since it is not YOUR 94 year mother, basically ending her life as she knows it, this e-mail will go into the dustbin of your bureaucratic city mess! Why do I end my story this way? Because, again, this did not happen to YOUR 94 year old mother!! Richard Brossman	9/12/17 7:04 PM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
Richard McLellan	I ride my bicycle (always giving pedestrians the right of way) on the west sidewalk along Glendale Blvd. along the Echo Park Lake early in the morning on my way to swim at the Echo Park pool. since the street itself is a death trap for a bicyclist with cars parked at the curb and speeding cars, trucks and semi's coming off of the 2 Fwy and headed into town. There is a street coming into Glendale Blvd from the west that has no wheel chair ramps on either side. As a result I need to stop my bicycle and lift it off the curb. I am sure that this is a low priority and I am not in a wheelchair or disabled but it would be a problem for anyone who was. There is no signal light controlling that T intersection. i believe the street name is St. Inez that connects with Glendale Blvd. at that spot.	9/11/17 4:56 PM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
Richard Stanley	State law requires the property owner to maintain curbs, sidewalks and parkways. Why is the city of L.A. bucking the state law? Just survey the condition; send a notice to owner to repair with a permit; certify after 90 days and have a city contractor do the work if the property owner ignores the notice. In such case, the city should put a lien on the property that would show up on the "9A" report at the time of sale. This is what most cities do.	9/12/17 4:41 PM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/

Ridgewood-Wilton	Is the amount of money allowed per foot for the replacement enough to cover the costs of replacing the sidewalk. At \$7 a sq. foot it seems low and will not cover the full cost.	9/12/17 8:29 AM PT	Comment noted. Please see Chapter 2.0 Project Description.
Robbie Solomon	I am happy with the repair in front of my property.....the sidewalk is smoothe.....the tree that destroyed the sidewalk has been removed. I can safely walk on my sidewalk and so can others who had to walk out into the street so that they would not trip and fall. Keep up the good work. You need more money to the city and county so that more people can be trained and hired to beautify our city and county. Expand the program...the city and county need to work together.	9/13/17 7:50 PM PT	Comment noted.
Robert Emery	HAVE FORMED A -- A COMPANY, SIDEWALKS LA. AND RIGHT AFTER THAT CAME SAFE SIDEWALKS LA. AND THUS, GLAD TO HAVE HAD A LITTLE BIT OF INSPIRATION WITH THAT. I HAVE SOME CONCERNS AT LEAST -- SINCE I'M LIMITED TO THREE MINUTES, OUR GOALS WOULD BE TO MAKE SURE THAT THE RESPONSIBILITIES ON PART OF THE CITY ARE CLEARLY DEFINED, AND THE PROPERTY OWNERS ESPOSIBILITIES ARE CLEARLY DEFINED. THE EDUCATION HAS REALLY BEEN SORELY NEEDED. I HAVE CONTACTED THE STATE INSURANCE COMMISSIONER BECAUSE WHAT'S REALLY CAUSED ME TO GET INVOLVED IS I TOOK A FALL. I TOOK A FALL WHEN I WAS WALKING A LITTLE OLD LADY HOME FROM A PARTY ON A POORLY LIT STREET. AND I DID NOT SEE THE -- ABOUT AN INCH TRIPPER. AND I COULD HAVE BROKE A SKULL, BUT I BROKE THE FALL SAFELY. ABOUT OR FEET AWAY FROM THAT SPOT WAS A THREE-INCH TRIP. SO IF I WOULD HAVE MADE THE ONE-AND-A-HALF-INCH TRIP, I MAY HAVE FELL ON THE THREE-INCH. THE STATE INSURANCE COMMISSIONER STATED CLEARLY THAT CONCRETE THAT'S ATTACHED TO THE PROPERTY IS COVERED. SIDEWALKS ARE NOT COVERED. IF YOU HAVE AN INJURY, YOU CAN BE SUED. AND THAT SCARED ME TO DEATH. SO IF YOU'RE TRYING TO EDUCATE CHILDREN, SEND THEM TO COLLEGE, GUESS WHERE THAT MONEY GOES? IT GOES TO CIVIL LAWSUIT, NOT EDUCATING YOUR CHILDREN. TREES -- I'VE DETERMINED -- I'VE FOUND THAT THOSE TREES WERE PLANTED BY THE CITY. YES, THEY HAVE SOME RESPONSIBILITY. BUT THOSE TREES THAT ARE PLANTED BY DEVELOPERS, THAT'S THE PROPERTY OWNER'S RESPONSIBILITY. HOW THAT'S GOING TO BE HANDLED WAS NOT REALLY DISCUSSED. RESPONSIBILITIES, AS FAR AS THOSE SIDEWALKS ARE IN DISREPAIR, BOTH COMMERCIALLY AND PROPERTY OWNERS NEEDS TO BE REALLY DEFINED. THERE'S LOTS OF COMMERCIAL PROPERTIES WHERE THEY'VE BEEN LEFT IN DISREPAIR. AND THERE'S BEEN ADEQUATE FUNDS ON THE PART OF THOSE BUSINESS TO REPAIR THEIR OWN SIDEWALKS. HOW THE CITIZENS OF LOS ANGELES CAN BE BROUGHT IN, THEIR MONEY TO REPLACE AND REPAIR COMMERCIAL SIDEWALKS IS OUTRAGEOUS. SO THAT NEEDS TO BE TAKEN CARE OF. SO ANYWAY, YOU'LL BE ABLE TO FIND THE SIDEWALKS LA WEB SITE. AND SO WE'LL BE PARTICIPATING. I WILL NOT MAKE THE -YEARS, GUARANTEED. WELL, I COULD. I KNOW SOMEONE YEARS OLD. I JUST PASSED MY RD; SO I WILL -- I HAVE A VESTED INTEREST IN LA. I WANT TO SEE SOME GOOD THINGS HAPPEN. I WANT TO SEE THE LAWS CLEARLY IMPLEMENTED. COUNCIL MEMBERS. YOU'VE GOT SEVEN DISTRICTS. WE'VE GOT MORE THAN SEVEN COUNCIL MEMBERS. I'M APPALLED THAT THIS IS A POLITICAL THING. COUNCIL MEMBERS NEED TO BE INFORMING THE CITIZENRY. THEY NEED TO BE. THEY NEED TO BE ACTIVELY INVOLVED IN INFORMING ALL PROPERTY OWNERS WHAT THEIR RESPONSIBILITIES ARE AND WHAT THEIR RIGHTS ARE. Please GET BUSY AND EDUCATE. THANK YOU. I am concerned about 1. Clear laws of responsibility. 2. City responsibility at large -1. Citizens of LA -- Ponds + Trees -2. Utility vaults in park ways 3. Sidewalks outside public ways 4. Notices of trees -Should have been leveled against property owners 5. council members need levels encoding property owners of their responsibility	8/24/2017 0:00	Comment noted. Please see Chapter 2.0 Project Description, Chapter 3.3 Biological Resources, Chapter 3.9 Land Use and Planning.
Robert Emery	Hello Shilpa, I am looking for the printed comments for the recent meetings. Please direct me to where I may obtain them. We of SidewalksLA, will continue to help mediate the enormous problems we are all faced with in keeping our residents safe in their use of the sidewalks in LA. Respectfully, Robert B. Emery President SidewalksLA 1.City to educate residents on the existing laws. 2.Make history of all lawsuits in Los Angeles for personal injuries sustained for trip and fall. 3.Prioritize repairs by risk of trip and fall. Mandate insurance companies include sidewalks in coverage's. 4.Mandate that all Real estate Brokers include all property owners of risk and their responsibilities to maintain sidewalks and parkways to city standards. 5.Mandate all city council members to list all repairs done in their council districts along with APN's for properties where repairs have been made in their council districts 6.Many repairs are required for disturbances where trees inside the sidewalks have disturbed walk ways. 7.Clarity where developments for those in the San Fernando Valley along with similar area throughout the city where Masonry perimeter run around these developments and the sidewalks run the entire perimeter of these parcels and outside these walls. 8. Trees that are not the responsibility of the city for sidewalk damage but that of property owners 9. All sidewalks to be corrected where they have settled to city standards 10. All asphalt to be removed from sidewalk areas and temporary repairs done with materials similar to that of self-leveling Cementous materials 11. Stop all temporary asphalt repairs. 12. Report on cost of all asphalt repairs and their locations with council districts. 13. As in Fire districts the Fire Departments do the clearing and fine the property owner. The city should condemn sidewalks in disrepair and make repairs necessary and lien the property	9/14/17 12:00 AM PT	Comment noted. Please see Chapter 2.0 Project Description, Chapter 3.3 Biological Resources, Chapter 3.9 Land Use and Planning.
Rodrick Borders	I have not been able to find anyone to do the work. I revived an award of 2100 but the lowest quote I have received is 3500.	9/11/17 6:46 PM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
Ruth Gallardo	I think it's necessary to do sidewalk repairs on our street especially at our corner where its hard for the elderly to go over it and can be a trip hazard. I also think of anyone who may be in a wheelchair or mothers with strollers going over that hump.	9/13/17 6:33 PM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
San Manuel Band of Mission Indians	Thank you for contacting the San Manuel Band of Mission Indians (SMBMI) regarding the above referenced project. SMBMI appreciates the opportunity to review the project documentation, which was received by our Cultural Resources Management Department on 1 August 2017. The proposed project area is located just outside of Serrano ancestral territory and, as such, SMBMI will not be requesting consulting party status with the lead agency or requesting to participate in the scoping, development, and/or review of documents created pursuant to these legal and regulatory mandates.	8/01/17 12:00 AM PT	Thank you for your comment. AB 52 consultation is discusd in Chapter 3.13. Please see Chapter 3.4 for Cultural Resources discussion.
Sara Nichols	Rather than tear mature trees down in a city starving for MORE trees, why not remove the trees' surrounding buckling sidewalks (that--by the way--are impermeable and do not allow for adequate water absorpion) and build wheelchair-accessible ramps over the roots? It is a travesty that this City allows any trees to be cut--especially to accommodate mansionization (the primary cause of tree canopy loss). Trees are so essential to our well-being, cutting a tree should be a felony. Does the person in charge of trees in this City now anything about trees? All the newly planted trees I see are surrounded by impermeable surfaces and are rarely indigenous. That's a prescription for failure. Imagine if every school in LA County had a Tree Ranger Corps that cared for neighborhood trees. Make tree husbandry a course for which students could get credit! THINK OUTSIDE THE CONCRETE!!!	9/15/17 3:59 PM PT	Comment noted. Please see Chapter 2.0 Project Description, Chapter 3.3 Biological Resources, Chapter 3.9 Land Use and Planning.
Saran Kirschbaum	Where possible, use permeable concrete for sidewalks so that the water can go into the ground and keep trees and plants healthier.	9/11/17 10:40 PM PT	Please see Chapter 3.9 Land Use and Planning for dicussion of alternative

September Forsyth	<p>I am a board member of the Greater Valley Glen Council and I'm writing to you today to make my voice heard as a proponent of the Alliance (NCSA) Trees Committee. It is a travesty that our city continues to lose thousands of trees due to building, sidewalk repair and of course the drought, however, it's a much more dire situation that they are not being replaced. As you must know, a lack of tree canopy greatly affects the quality of air, creates a heat island, and affects both the visual beauty and livability of this great city of all of its citizens and natural wildlife. When does this destruction stop? When is enough, enough? Where I was born and raised up in Portland, Oregon, there are trees every two feet. Sure, you'll argue, the Pacific Northwest has a different climate and rain total. Yes, that is true, but beyond this, there are dedicated residents and city officials that take to heart the livability of their city and the responsibility of the offices they hold to ensure that the community remains livable. Trees don't offer themselves! Churches and schools do fundraisers every year, to buy young trees and the community comes out in droves to help with the planting wherever they are needed. The tree program in Portland is ranked #1 in the country. It's more than climate; it's because people care and take pride in the community! I have lived here for over 30 years and as each year goes by it just deteriorates on many levels. I can appreciate that the sidewalks are being repaired, but to not replace a tree with another is slapping paint on a wall without fixing the hole. Not all tree cause sidewalks to buckle and crack! Sadly, whoever made the choice to plant the wrong trees in the first place on our parking strips was not educated to make that decision. Our decision-makers MUST consider immediately that they simply cannot look the other way any longer. Time is of the essence. The situation is not going to right itself. By not bringing life back to our community via trees these entities are lending their support and participation to the serious negative impact a lack of foliage/tree canopy brings to all citizens' quality of life. The current lack of canopy negatively impacts our air quality, diminishes greenhouse gas reduction, and increases the heat island effects which all directly impact the quality of life on numerous levels for everyone living in our city! And further, the environmental effects of increased air conditioning usage must also be calculated and human health risks must be addressed. The Los Angeles City Council, The Sidewalk Repair Program and The Department of Urban Forestry Services cannot continue to blindly 'punch a clock' every day. They have a responsibility to each and every citizen of the City of Los Angeles to address this issue head on with a plan to turn it around. At some point, this reversal will be impossible. The time to act is today. It saddens me that they consider this their legacy. With that, I close with the following: 1. A Master Tree Plan must be developed that does not remove trees too rapidly such that it creates a decline in air quality and an increase in the heat island effect. There should be no net loss to canopy during the sidewalk repair process. In view of the length of time it takes for a tree to grow tall, an aggressive planting schedule which includes new tree wells and green spaces may need to begin even before trees are removed. 2.To the greatest extent possible, sidewalk repair sites that do not necessitate tree removal must be prioritized and scheduled ahead of sites that are judged to require tree removal, in order to allow the City, citizens, environmentalists, and all others who are working to protect Los Angeles' trees and urban forest canopy to implement the measures, mitigations, and protections outlined above. 3. The aggressive non-aesthetic pruning of tall trees, or "topping" -- currently the practice of Urban Forestry (which pays subcontractors \$180 a tree versus San Francisco that budgets \$1,000 for a large tree) -- must be factored into the assessment of decline of tree canopy. "Before" photos of recently-pruned trees are available on Google Maps and Google Earth. In addition to this uneven existing resource, however, the City needs to require the capture and publicly accessible online posting of good-quality "before" photos of topped trees, paired with same-POV "after" photos, by Urban Forestry. Any tree replacements should be done strategically. Tree species that will grow tall enough to create canopy need to be identified as capable of thriving in this climate, and a plan to water and cultivate those trees into full maturity needs to be determined and adopted. As with topped trees, the City needs to require the capture and publicly accessible online posting of good-quality "before-removal" photos of trees, paired with same-POV "after-removal" photos, by Urban Forestry.</p>	9/13/17 12:00 AM PT	Comment noted. Please see Chapter 2.0 Project Description, Chapter 3.3 Biological Resources, Chapter 3.9 Land Use and Planning.
	<p>5. Before any trees are removed for sidewalk repair, a full tree inventory of street trees must be done by an independent professional entity and a tree master plan created. An actual field calculation must be done of how many canopy trees Urban Forestry expects will be removed for sidewalk repair, as well as how many new places exist for planting trees that are capable of reaching a height that contributes to tree canopy. 6. The environmental impact on wildlife habitats must be calculated and any tree removal scheduled so as not to disrupt spring/summer nesting. 7. Given the negative effects on canopy when trees are removed for sidewalk repair, a new ordinance to restrict property owners from removing any healthy trees on their property for non-sidewalk related reasons needs to be considered. 8. Identify a plan to fully implement sustainable tree-saving sidewalk designs including meandering sidewalks, bridging over existing roots, curb bump-outs and larger tree-wells. These were listed as options in the sidewalk repair motion of Nov. 30, 2016 (tree removal as a last resort), but none except tree removal has been put into practice as options. Results of any tests of alternative sidewalk approaches need to be recorded in the EIR and then publicized so that homeowners have these options to tree removal. Also, our urban forest could significantly increase water supplies and decrease stormwater pollution for L.A. if the City and property owners will integrate permeable sidewalks designs, and these alternatives need to be robustly promoted. 9. A thorough investigation into root pruning as an alternative to tree removal must be done. Urban Forestry proposed this approach to City Council as viable and reliable; and though it may not be widely known, the new administration at Urban Forestry says they do not want to use this method. 10. Every proposed tree removal must be fully publicized in advance, with adequate time for due process and stakeholder participation to find alternative solutions to tree removal before any tree is removed. 11. To the greatest extent possible, sidewalk repair sites that do not necessitate tree removal must be prioritized and scheduled ahead of sites that are judged to require tree removal, in order to allow the City, citizens, environmentalists, and all others who are working to protect Los Angeles' trees and urban forest canopy to implement the measures, mitigations, and protections outlined above.</p>		
Sheila Brossman	<p>On Friday, September 8, 2017, my husband, Rick Brossman was escorting his 94 year old mother, Sylvia Brossman, to meet me at the COD restaurant on 3rd and Orlando. He was holding her firmly by one arm as she was using her cane with her right arm. They would stop and rest dodging the sidewalks cracks. In front on the hotel on the SE corner of Orlando and 3rd her foot caught a crack and twisted, sending her to the ground. The ambulance took her to Cedars whereupon she has now had surgery for a fractured femur which hopefully was repaired but will leave her impaired and immobilized for a fruitless amount of time. What a deplorable experience to endure at this stage of her life, only due to the neglect of the city in it's road repairs. This is the 2nd incident I am aware of recently and I am appalled that the city we live in hasn't taken action to protect it's citizens.</p>	9/10/17 11:45 AM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/

Shelley Billik	Given the potential negative effects on canopy when trees are removed for sidewalk repair, a new ordinance to restrict property owners from removing any healthy trees on their property for non-sidewalk related reasons needs to be considered. 8. Identify a plan to fully implement sustainable tree-saving sidewalk designs including meandering sidewalks, bridging over existing roots, curb bump-outs and larger tree-wells. These were listed as options in the sidewalk repair motion of Nov. 30, 2016 (tree removal as a last resort), but none except tree removal have been put into practice as options. Results of any tests of alternative sidewalk approaches need to be recorded in the EIR and then publicized so that homeowners have these options to tree removal. Also, our urban forest could significantly increase water supplies for LA if the City and property owners integrated permeable sidewalks designs, and these need to be promoted. 9. A thorough investigation into root pruning as an alternative to tree removal must be done. Urban Forestry proposed this approach to City Council as viable and reliable; and though it may not be widely known, the new administration at Urban Forestry says they do not want to use this method. 10. Every proposed tree removal must be fully publicized in advance with adequate time for due process and stakeholder participation to find alternate solutions to tree removal before any tree is removed. Because the tree canopy provides significant cooling and air purification, both of which are critical for the health of the people in Los Angeles, the Sidewalk Repair EIR must assess the decrease of tree canopy that results from the large quantity of tall tree elimination currently anticipated by Urban Forestry for sidewalk repair. Potential effects on air quality, including diminished greenhouse gas reduction, and increase in heat island effect must be quantified. The environmental effects of increased air conditioning usage must also be calculated. Human health risks must be addressed. Before any trees are removed for sidewalk repair, a full tree inventory of street trees must be done by an independent professional entity and a tree master plan created. An actual field calculation must be done of how many canopy trees Urban Forestry expects will be removed for sidewalk repair, as well as how many new places exist for planting trees that are capable of reaching a height that contributes to tree canopy. A master tree plan must be developed that does not remove trees too rapidly such that it creates a decline in air quality and an increase in the heat island effect. There should be no net loss to canopy during the sidewalk repair process. In view of the length of time it takes for a tree to grow tall, an aggressive planting schedule which includes new tree wells and green spaces may need to begin even before trees are removed. The aggressive non-aesthetic pruning of tall trees, currently the practice of Urban Forestry (which pays subcontractors \$180 a tree versus San Francisco that budgets \$1,000 for a large tree), must be factored in the assessment of decline of tree canopy. "Before" photos of recently-pruned trees are available on Google maps and Google Earth. Any tree replacements should be done strategically. Tree species that will grow tall enough to create canopy need to be identified as capable of thriving in this climate, and a plan to water and cultivate those trees into full maturity needs to be determined and adopted. The environmental impact of wildlife habitats must be calculated and any tree removal scheduled so as not to disrupt spring/summer nesting.	9/07/17 12:00 AM PT	Comment noted. Please see Chapter 2.0 Project Description, Chapter 3.3 Biological Resources, Chapter 3.2 Air Quality, Chapter 3.6 Greenhouse Gas Emissions,
Sofia Maldonado	There are many sidewalks that are lifted . Flex and beautiful ground, there is a lot of ground and no sidewalks. El Dorado to the pretty ground there is no sidewalk for the wheelchairs or sidewalk. Van Nuys also has no sidewalks.	8/14/17 12:00 AM PT	Comment noted. Please see Chapter 2.0 Project Description, not new sidewalks will be built as part of the Project.
Soraya Dosaj	While I commend your work to upgrade existing sidewalks, I hope you will consider setting funding aside to install sidewalks in heavy traffic areas near public facilities. One example is the east side of Fulton Avenue north of Oxnard Street. This is near a busy intersection at the northwestern corner of Los Angeles Valley College.	7/31/17 8:27 AM PT	Comment noted. Please see Chapter 2.0 Project Description, not new sidewalks will be built as part of the Project.
South Coast Air Quality Management District	The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). In the event that the Proposed Project generates or attracts vehicular trips, air quality impacts from indirect sources should be included in the analysis. In the event that the Proposed Project generates or attracts heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-qualityanalysis-handbook/mobile-source-toxics-analysis . An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included. In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Health Perspective, which can be found at: http://www.arb.ca.gov/ch/handbook.pdf . CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Guidance on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF . Mitigation Measures In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project, including: ? Chapter 11 of SCAQMD's CEQA Air Quality Handbook ? SCAQMD's CEQA web pages available here: http://www.aqmd.gov/home/regulations/ceqa/airquality-analysis-handbook/mitigation-measures-and-control-efficiencies ? SCAQMD's Rule 403 - Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 - Asbestos Emissions from Demolition/Renovation Activities ? SCAQMD's Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf?sfvrsn=5 ? CAPCOA's Quantifying Greenhouse Gas Mitigation Measures available here: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf Alternatives In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the Proposed Project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a "no project" alternative, is intended to foster informed decision-making and public participation.	9/07/17 12:00 AM PT	thank you for your comment. Please see Chapter 3.2 Air Quality, Chapter 3.6 Greenhouse Gas Emissions, Chapter 3.7 Hazards and Hazardous Materials, Chapter 4 Comparison of Alternatives

	<p>Pursuant to CEQA Guidelines Section 15126.6(d), the Draft EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project. Permits In the event that the Proposed Project requires a permit from SCAQMD, SCAQMD should be identified as a responsible agency for the Proposed Project. For more information on permits, Please visit SCAQMD webpage at: http://www.aqmd.gov/home/permits. Questions on permits can be directed to SCAQMD's Engineering and Permitting staff at (909) 396-3385. Data Sources SCAQMD rules and relevant air quality reports and data are available by calling SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available at SCAQMD's webpage (http://www.aqmd.gov). SCAQMD staff is available to work with the Lead Agency to ensure that project air quality impacts are accurately evaluated and any significant impacts are mitigated where feasible. If you have any questions regarding this letter, Please contact me at lsun@aqmd.gov or call me at (909) 396-3308.</p>		
stan oishi	I'm not so concerned about the environmental impacts (or lack thereof), but the un-usability of the sidewalks that exist! They need to be repaired so that all people can use them! Right now it is so bad in my neighborhood that it is a health hazard to attempt to walk on the sidewalks - which is very necessary as the streets are VERY narrow and winding road!	9/12/17 11:13 AM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
Stephanie McMillian	That would be really awesome. The street where I am living needs repairs desperately. A lot of children walking the street and moms with strollers. Plus it would provide more jobs. Thank you for all you're doing.	9/13/17 4:16 PM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
Stephanie Rothman	I live on Davana Terrace where the sidewalks were laid at least seventy years ago. Next to my house is a median with very mature trees whose roots have pushed up sidewalk sections creating radially different heights between each section. I have lived here for twenty years and this problem has always existed. The city has made short-term efforts to solve this by filling in the gaps between squares with asphalt. It doesn't work. I have seen people trip and fall because the sidewalk is so uneven. I have done it myself. There are two things that need to be done. 1. Cut back the tree roots and block them from further growth toward the sidewalk with a barrier between the trees and the sidewalk, or cut down the trees and replace them with much smaller ones that have room to grow. 2. Repair the sidewalk. This cannot wait! I see many people walk or run in the street to avoid this hazard. That includes people pushing baby carriages. This really is a problem that needs to be addressed quickly. It's not something that can wait for some distant plan to be implemented. It could have been done a few years ago when the city was putting in ramps for handicapped people at the corner next to this hazard. The city actually did it at the other end of the block and put down a flat asphalt covering, which was later replaced with a nice new sidewalk, but I was told by the workers who did it that there was no similar plan for the other end of the block that I have described above. I hope some attention will be paid now. But I am pretty pessimistic. Please, Please, Please prove me wrong.	9/11/17 4:48 PM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
Stephen Krawford	Sidewalk safety in Hollywood is area's primary concern. Homeless camps have made primary artities impassable and are adversely impacting businesses. Parents at local schools are NOT allowed to allow children to walk unaccompanied on Gower. This is a much more important issue than cracks in the sidewalk. The city should focus on safety of sidewalks then worry about repair and maintenance.	9/11/17 6:54 PM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
Stuart Drexler	The sidewalks are cracked in front of my house and the curb is also broken and lifted since the big earthquake.This is a hazard to people who walk on the sidewalk and hard for people to open the car door when they park at the curb.	9/11/17 6:13 PM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
Susan Lustig	My husband (Bob Dahl) and I put in a sidewalk repair request for the sidewalk between my neighbor's residence (9959 Milburn Drive) and ours. They did come out to "repair" it, but just added two dollops of asphalt to try to even it out from where it had raised up as a tripping hazard. This is not a "fix," it is a stop gap measure, and I hope they come back and truly repair it. The asphalt crumbles and is not a permanent fix. I hope this "fix" was not to push the problem to when we the citizens have to be responsible for our own sidewalk maintenance and therefore, cost. It is also pretty darn ugly. Thank you. Susan Lustig	9/15/17 1:10 PM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
Suzanne Dahlin	We have a very large uneven sidewalk and I fear someone will trip on it and hurt themselves. Will you be able to grind it down for safety of our neighborhoodthank you Suzanne	9/11/17 3:59 PM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
Suzanne Lewis	The Sidewalks in Greater Los Angeles are in much need of repairs. Not only for Safety issues and ADA Compliance but for a Better Quality of Life. The Sidewalk Issues has been kicked down the Road for Decades. Now is the time to Act instead of reacting.	9/14/17 6:10 PM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/

Sylvia Sandoval	I would like to know why my husband and I were told repairing the public sidewalk on my corner where I live was our responsibility??? It was very costly for us and other neighbors in Los Angeles or Venice, California is where we live, and someone is getting their sidewalk repairs by the city and I doubt very much they had or have to pay for it???? I had to pay for a tree to get cut also and I was told I was to plant 2 trees as well which we didn't mind doing. Please reply thank you Sylvia Sandoval	9/14/17 2:01 PM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
The Nature Conservancy	As an organization dedicated to protecting biodiversity in Los Angeles, The Nature Conservancy supports a sidewalk repair program that achieves multiple benefits in addition to improved mobility, including increased stormwater infiltration, improved water quality, and enhanced natural habitats. We also encourage the City to protect and add to its urban forest, which will benefit public health through improved air quality and reduced urban heat island effect. Finally, Please tie the sidewalk repair program into other ongoing efforts to green the City, such as the efforts to create a Los Angeles biodiversity index. Thank you.	8/28/17 3:56 PM PT	Project Description, Chapter 3.3 Biological Resources, Chapter 3.6 Greenhouse Gas Emissions, Chapter 3.8
Theresa Valencia	Right in front of my home the sidewalk is lifted quite a bit. I have fallen on my face and cut and bruised my face . I have seen neighbors fall. It seriously needs to be addressed. Thank you Theresa Valencia	9/14/17 9:44 AM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
Thomas Gregory	Sidewalk repair? Let's simply start by re-claiming our sidewalks from the tents, trash, and filth of the "homeless" people squatting on public sidewalks. I have never seen a city (expect maybe Mumbai, India) going so quickly down a rat-hole of degradation. Fix the sidewalks after you get the trash off them!	9/11/17 7:18 PM PT	Comment noted. Please see Chapter 2.0 Project Description.
Timothy Brennan	Make all sidewalks with cement that is more of a white colour so they do not absorb as much heat during the day.	9/11/17 10:55 PM PT	Comment noted. Please see Chapter 2.0 Project Description and Chapter 3.9 Land Use and Planning.
TreePeople	Priority 1: Stop the Decline of the Urban Forest by Upholding Best Management Practices Mature Tree Maintenance, Health and Risk Avoidance a. Proper Pruning Enforcement. The City code directs that City employees and/or contractors pruning trees will adhere to International Society of Arboriculture (ISA) tree pruning guidelines and American National Standards Institute (ANSI) standards. If these guidelines and standards are adequately followed, they promote optimal and long-term tree health. However, it has been observed that these standards are frequently not followed for a variety of reasons, primarily related to staffing and lack of enforcement. Therefore, TreePeople recommends that UFD prioritize adequate levels of staffing that ensures rigorous upholding of and accountability to ISA and ANSI standards. 3 b. Qualified Contractors and On-Site Arborist. While current policy directs the City to contract with the lowest qualified bidder, there have been issues with the quality of work done by contractors. Part of this can be addressed by the aforementioned recommendation regarding staff oversight and enforcement around tree pruning standards. We recommend additionally that all contractors shall have a Certified Arborist on site when pruning is being done. We also recommend that the tree workers performing cuts must be ISA Certified Tree Workers as a minimum certification. When poor pruning is reported by the public, a review of the contractor's work with the City should be conducted and their status reviewed, in addition to levying of appropriate penalties for damage to City infrastructure. c. Proactive Management Plans for Pests and Diseases. Part of urban forest management is addressing pests and diseases that damage and kill trees, which can lead to public hazards in terms of tree failure and subsequent private property damage and lost canopy. TreePeople recommends that the City have a comprehensive plan for dealing with the treatment, removal and proper disposal of diseased trees in the interest of public safety. City staff should also be regularly participating in regional (and, as appropriate, national) dialogues surrounding emerging pests and diseases and creating proactive recommendations for the treatment of these issues to share with Council and the Mayor's office. The City should be prepared to respond to these with the funding needed to protect the City's investment in these trees. d. Enforcement and penalties for tree work performed by non-city contractors. The damage and/or removal of healthy, mature trees always results in a loss of the benefits these trees provide to the community. The loss is exacerbated when the benefits trees provide over their lifetimes is taken into account. TreePeople recommends that when trees are damaged and/or removed inappropriately, there should be penalties that adequately compensate for the loss of those benefits to communities (see: Tree Replacement Ratio). Bureau of Street Services has improved the current practice by insisting replaced trees be bonded through the establishment period. However, additional financial compensation should be determined by the City for the damage caused to a piece of infrastructure (the tree) that the City has already invested in over time. These penalties should also be strict enough to provide a deterrent to repeat and excessive offenders, such as developers and billboard companies, who frequently absorb fines into the cost of doing business. e. Deep Watering. Past City decisions to suspend irrigation of public property trees in times of drought threaten tree health and put residents at risk from limb and/or tree failure. The practice of infrequent deep watering ensures trees receive adequate water for developing deeper, more drought-resilient root systems. TreePeople recommends that the City adopt a consistent practice of infrequent deep watering to ensure optimal tree health and public safety, regardless of drought conditions. Furthermore, the challenge of maintaining watering needs of urban trees provides an excellent opportunity for the City to continue expanding the use of recycled water, whether it be through 4 irrigation in areas that already have purple pipe or by using water tanks to water heritage, significant or large-stature trees that the City wants to preserve. f. Staff Development. The City must invest in the ongoing education of its staff to ensure practices are constantly refined according to best practices aligned with the urban forestry community. As a City with an unparalleled urban forest, in terms of size and number of trees, the City of Los Angeles has a responsibility to be a leader in the use of current best practices. Regular and active participation in the urban forestry community of practice through seminars, conferences, etc, prepares City staff to address new issues, as well as maintain a high level of service for all City trees and communities. Challenges to street tree health posed by sidewalk-tree root conflicts, as highlighted by the City's sidewalk repair program, serve as a prime example of a scenario in which City staff must be prepared to innovate and utilize best practices. TreePeople recommends that there is an adequate UFD annual budget allocation for staff development, as well as support of staff time for program modification, to ensure the City stays on the cutting edge of industry best practices. Priority 2: Creating a 21st Century Urban Forestry Management Vision for Los Angeles While the strict implementation of best management practices is critical for stopping the decline of our urban forest's health, LA must go further by planning today for the urban forest we will need to protect residents from the impacts of climate change. City leaders have an opportunity to maximize public investments by developing a comprehensive vision for	9/14/2017 0:00	Thank you for your comment. Please see Chapter 2.0 Project Description, Chapter 3.2 Air Quality, chapter 3.3 Biological Resources, Chapter 3.6 Greenhouse Gas Emissions, Chapter 3.7 Hazards and Hazardous Materials, Chapter 3.9 Land Use and Planning, Chapter 3.12 Transportation/Traffic and Chapter 4 Comparison of Alternatives

TreePeople	<p>Tree Removal and Replacement Issues a. Updating the City's tree replacement ratio. According to the 2008 Los Angeles 1 Million Tree Canopy Cover Assessment, Los Angeles already suffers from less-than-ideal 21% tree canopy coverage, especially considering the unequal distribution of canopy that leaves low-income and more industrialized City Council districts with coverage as low as 7-9% and subsequently less access to benefits from trees.1 As such, tree planting strategies should be designed to achieve optimal public health and environmental benefits for communities. Therefore, as noted above, the tree replacement policy -- at a minimum -- needs to be 2:1 when trees have a canopy under 30 feet and should increase to 4:1 for trees over 30 feet. TreePeople believes there should be a no-net-loss in canopy from sidewalk replacements and this ratio helps get the City there. Additionally, TreePeople will continue to work with the City and other partners on a net increase in tree canopy outside of this particular sidewalk replacement program. b. Community notification and engagement around tree removals. As tree removals represent an irreversible, long-term impact on community health and aesthetics, there should be clear and early communication with residents with opportunities for them to provide input and have concerns addressed. One of the most frequent complaints heard by TreePeople staff is that trees are removed from the neighborhood landscape without public notification or opportunities for communities to provide input on the value and importance of preserving trees. We recommend that public engagement be significantly increased by the City, whether through additional trainings and increased collaboration 1 E. Gregory McPherson, James R. Simpson, Qingfu Xiao, Chunxia Wu. Los Angeles 1 Million Tree Canopy Cover Assessment (2008). United States Department of Agriculture, Forest Service, Pacific Southwest Research Station. 5 between Council office field staff, or through Urban Forestry staff that can more directly address this ongoing issue. Organized entities, such as Neighborhood Councils, serve as important community vehicles for distributing information related to tree removals and should be consulted as part of this process. c. California Environmental Quality Act (CEQA) exemptions. To date, many trees are removed under CEQA exemptions that do not require the City to study site-specific alternatives to tree removals or site specific mitigation measures. The City should reconsider their current policy on CEQA exemptions and address the ways that removing trees impacts the health of communities and the environment. TreePeople supports the recommendations submitted in January 2016 by CFAC to the Board of Public Works re: Draft CEQA Procedure for Street Removals (Draft Procedure). These recommendations urge the City to adopt standards that require consideration of the following prior to designating street tree removals as CEQA exempt: 1) whether or not trees are being removed in low canopy areas of the City, and; 2) redefining the term "stand" as used in the Draft Procedure to consider lack of other nearby tree canopy and number of trees/cumulative canopy being removed. d. Limiting tree removals and improving decision-making support. As each urban tree represents a large investment by the City in environmental, economic, and health benefits, each removal should be considered carefully and no healthy tree should be removed unnecessarily. Given the complex nature of decisions to remove trees, TreePeople recommends more City staff be Tree Risk Assessor Qualified (TRAQ) certified, per International Society of Arboriculture (ISA) standards. TRAQ certification would ensure that any UFD staff responsible for assessing trees for removal are well trained in a standardized and systematic framework for assessing tree risks and benefits to communities that will support decisions to remove trees. e. Protecting against removal of healthy trees on private property. Both legal and illegal development on private property frequently leads to removal of healthy trees, which often are not adequately replaced. As the public right-of-way typically offers limited growing space for trees, trees on private property play a substantial role in nurturing canopy growth that provides significant protective health benefits. LADWP's investment in the planting of trees on private property through City Plants enrollment and adoption programs, as well as the 2008 canopy analysis done by Dr. Greg MacPherson of the USDA Forest Service, reinforces the importance of this planting space.2 The City should look to other municipalities like Pasadena that have effective policies in place that support the protection of canopy on private property. The City should also evaluate how trees are pruned or removed on private property as a result of utility conflicts and ensure this work adheres to industry best practices.</p>	9/14/17 12:00 AM PT	
TreePeople	<p>Create Pathways for a Robust Urban Forest a. Creating an equity-driven planting prioritization framework. The 2008 TCC assessment for the Million Trees LA initiative revealed patterns of inequitable canopy distributions across the City of LA: Los Angeles City Council Districts 9, 8 and 15 possessed the lowest percentages of canopy cover throughout the entire city (7-11%), while Council Districts 2, 4 and 5 had the highest percentages of canopy cover (27- 37%).3 These districts with lowest percentages of canopy represent lower median household incomes (with Council Districts 8 and 9 as the two lowest in the city) whereas those with the highest percentage of canopy represent some of the highest median 3 "Los Angeles 1 Million Tree Canopy Cover Assessment." https://www.fs.fed.us/psw/publications/documents/psw_gtr207/psw_gtr207.pdf 7 household incomes per district.4 This ultimately translates to lower income neighborhoods, which are frequently comprised of majority communities of color, receiving substantially less of the benefits that trees provide than neighborhoods of greater economic means. Canopy distribution is at its core an environmental justice issue, and it is the City of LA's obligation to ensure that all of its residents have equal access to trees that can clean their air and protect them from health- and life-threatening heat exposure. As such, TreePeople recommends that the City prioritize with urgency the development of an equity-driven framework that will drive the strategic prioritization of tree planting for communities that suffer disproportionately from lack of TCC. Layering updated TCC data with data on heat and health vulnerability should be a critical component of this effort to ensure that the City of LA is protecting its most vulnerable residents from associated health impacts. b. Updating urban planning practices to accommodate tree planting. Both the 2008 analysis and current planting plans and protocol have not addressed the need for City planning to practices to better accommodate urban forestry. Urban forestry professionals agree that the trees that provide the highest value and return on investment are largestature trees. The City should look for opportunities to strategically increase the size of planting locations, particularly in heavily urbanized parts of the City that lack TCC. The City already makes tremendous investments in tree planting: tree stock, site preparation, permitting and inspection, establishment care, and long term maintenance of the tree. By focusing on finding planting locations for fewer but larger stature trees, the City could deliver substantially more benefits to communities for a potentially smaller inventory to be managed. This type of strategy would require that the City prioritize its tree infrastructure in new development. This prioritization is becoming increasingly important as the City moves forward with the sidewalk repair program which, in its current iteration, will be removing many trees that are too large for their locations and replacing them with small trees at a 2:1 ratio. Planning for larger tree wells and planting sites allows the City to avoid future root/sidewalk conflicts while increasing canopy. While we are aware that the City has already increased the minimum tree well size from 4'x4' to 4'x6', TreePeople is recommending that the City should prioritize identifying locations where trees that need 8'x8', 10'x10' or even larger minimum specifications could be accommodated. While this constitutes a departure from business as usual, given the public health threats that face the City we believe this is imperative. Achieving greater TCC via planting larger trees is also aligned with Great and/or Complete Streets and other sustainability goals and will require collaboration across City departments.</p>	9/14/17 12:00 AM PT	

TreePeople	<p>Planting the Next Generation of LA's Urban Forest a. Tree species selection. While Los Angeles' climate zone can accommodate the growth of many different kinds of trees, the careful selection of tree species is crucial to avoiding infrastructure conflicts and ensuring trees provide long term benefits to communities. Planting sites should be carefully evaluated to determine the most appropriate species (i.e. right tree, right place), and consider a range of factors including but not limited to: selecting the largest appropriate species for an available planting space; climate zone; water use; parkway size; spacing; growth patterns; biogenic emissions; root damage potential; habitat value; soil type and compaction of the planting location; and utility constraints. Tree selection lists should be regularly reviewed and updated to reflect current research, best practices and urban canopy priorities. b. Tree stock. The City's current specifications for "standard trees" allow for compromised branch structure, and thus represent a lower quality stock that prevents newly planted urban trees from either surviving their establishment periods or growing to their full potential to achieve maximum benefits. The healthiest stock possible should be used, with good branch structure, to ensure the healthiest trees possible from the establishment period through maturity. Whenever possible, the smallest tree stock appropriate should be planted, which is typically 15 gallon. Nursery stock selected for planting within the City should follow the nursery specification guidelines laid out in the "Guideline Specifications for Selecting, Planting and Early Care of Young Trees," put out by Brian Kempf and Ed Gilman supported by Cal ReLeaf, CalFire, WISA, and the Urban Tree Foundation.5 The trunk diameter per pot size should follow the specifications in "Guideline Specifications for Nursery Tree Quality."6 c. Nursery relationships/contracts. The City can facilitate optimal tree stock by developing relationships with nurseries and seeking opportunities to fund contract growing. Contract growing allows the City to proactively plan for and have access to optimal species, rather than be limited by species available at the time of planting. This is particularly important as the urban forestry community of California learns more about appropriate species for our changing climate. Contract growing also allows greater control of quality of nursery stock. d. Species diversity. Diversity of species enhances urban forest resiliency in the face of pests, diseases and other environmental factors. Any planting plans should include a consideration of species diversity based on industry standards. Right now, that industry standard dictates that no more than 10% of any species, no more than 20% of any genus, and no more than 30% of any family should be planted. However, it's important to follow changes in standards as they continue to evolve. Los Angeles already is one of the most diverse urban forests and should continue to be so. The State of the Street 5 http://www.fire.ca.gov/resource_mgt/downloads/CALFIRE_Nursery_Standards_and_Specs11_12.pdf 6 http://ufei.calpoly.edu/files/pubs/NurseryTreeSpecs10_13.pdf 9 Tree Report also addresses the industry BMP around species diversity. A proactive planting plan would help the City incorporate this BMP. e. Age diversity. The State of the Street Trees Report gives the City a "D" grade on Age Diversity. One of the recommendations of the Report is to increase tree planting, which TreePeople fully supports. Healthy and resilient urban forests contain trees of all ages, and as such we recommend consistent annual plantings to promote age diversity. The City's management plan should include funding and support for ongoing planting citywide to ensure the presence of trees across all phases of the life cycle. f. Establishment care. The infrequent rain in the region makes establishing new trees challenging, yet the investment in consistent care helps combat this challenge. Trees should be watered, weeded, mulched and have stakes and ties adjusted on a routine basis, and there should be investments in early structural pruning to avoid future hazards and reduce pruning costs down the line. The standards detailed by the "in-lieu fee" are exemplary and should be expanded to include other new trees planted in the City. g. Concrete and/or metal tree well covers. Overall, well covers compromise the health of our trees and can create hazards and losses of this City urban forest investments. They prevent water infiltration, hinder carbon dioxide and oxygen exchange that is critical to root health, and heavily compact the soil. Both metal and concrete well covers typically damage the trunk of a tree as it grows by limiting trunk expansion. Tree well covers are infrequently monitored and maintained for maximum trunk growth and lead to the regular girdling of trees. Instead of using concrete and/or metal tree well covers, we recommend the City consider the following: ? Whenever possible, use mulch to fill tree wells. This requires semi-annual maintenance but enhances the health of planting locations. Putting several inches of mulch in tree wells increases the water holding capacity of the well and adds nutrients to the soil over time. This practice better promotes the health of trees and additionally can contribute to higher rates of transpiration and associated cooling benefits they provide. ? When it is not feasible to use mulch, TreePeople reluctantly recommends the use of decomposed granite (DG) to backfill tree wells. DG forms a near impervious layer over the soil around the tree and adds no nutrient value to the soil, which is why mulch should be the preferred choice of the City, but DG is preferable to the grates and concrete covers. h. Root barriers. Root barriers may prevent future damage to</p>	9/14/17 12:00 AM PT	
TreePeople	<p>Ensure comprehensive planning and implementation a. Creating more holistic urban forestry management. Currently, urban forestry management does not fall under the purview of any one City of LA entity, and as such a variety of City entities (Recreation and Parks, LADWP, Urban Forestry Division, Department of Planning, and more) oversee different aspects of tree planting and maintenance. To enhance coordination around urban forestry issues throughout the City, TreePeople recommends a robust analysis of the many City departments that oversee realms of urban forestry to clarify the roles, authorities, and resources that each department possesses. Identified City entities should then be convened to develop a process for identifying shared planning and funding coordination goals around comprehensive urban forestry management. b. Multi-benefit planning and funding coordination. Given the many social and environmental benefits a healthy urban forest provides, coordinated governance around urban forestry should also engage City and County entities that are not directly responsible for overseeing trees, but derive benefits from them. This could include but is not limited to agencies that oversee: public health, water quality, water supply, flood management, and transportation. This level of coordination not only provides pathways for co-planning and funding projects, but could also facilitate sharing of best practices and technical knowledge that can create efficiencies in problem-solving. c. Linking City goals to urban forestry. There are a variety of existing local and regional plans that identify important overarching sustainability, mobility, and public health goals which include or are complementary to urban forestry goals -- such as the Sustainability pLan, Enhanced Watershed Management plans, Mobility Plan 2035, the Resilience Strategy, and many more. TreePeople recommends that City staff engage in an effort to identify the specific ways that these different plans can be coordinated to address the nexus of urban forestry with a range of issues, and also map associated existing and potential funding sources.</p>	9/14/17 12:00 AM PT	
TreePeople	<p>Priority 3: Enhancing Stakeholder Engagement and Public Education a. Clear pathways for stakeholder input. Stakeholders, such as the Community Forestry Advisory Committee (CFAC) and tree planting organizations like TreePeople, have the knowledge and practical experience to advise on urban forestry best management practices (BMPs) and policy. However, there is not always clarity around appropriate processes or forums for how stakeholders can engage and provide recommendations on specific items. Improving clarity around opportunities for input and pathways to UFD staff 11 will allow stakeholders to be more supportive and a greater resource in providing expertise, and advocating for the urban forest. UFD attendance to CFAC meetings is highly important, as well as regular quarterly engagement with other groups, like the local tree nonprofits and Neighborhood Councils. b. Improving public education with the urban forest. Investing in community education around the importance of trees and strategies for maintaining them is an important component for promoting comprehensive citywide urban forestry health. For over 40 years, TreePeople has demonstrated that when communities self-identify as valuing trees, they are more likely to support public investments in the urban forest and engage in behaviors that support tree health. Unfortunately, years of inadequate City investment in educating the public on the value of trees has exacerbated existing challenges faced in maintaining trees while undermining the public's role as a valuable resource. This has resulted in a lack of public support for new tree plantings and a resentment of existing large trees in some neighborhoods. For the City's investments in the urban forest to be realized, we recommend the development of a robust public education7 effort that boosts communities' understandings of the roles that trees play in terms of public health, social cohesion, energy savings and environmental benefits. We recommend that the City look at using tools like the Community-Based Social Marketing (CBSM) methodology to develop a public education campaign around trees' roles in our community and basic tree care needs. It will be critical that any public education campaign address the public's perceived barriers and benefits to having trees in our communities, as well as include resources to support community contributions to a healthy urban forest. Furthermore, we urge that any public engagement and education efforts prioritize support for lowresource communities that suffer from lower TCC -- as these communities already receive disproportionately less benefits from trees, they should receive highest priority for support in growing their urban forest.</p>	9/14/17 12:00 AM PT	
TreePeople	<p>In closing, we hope that the above recommendations are considered helpful as the City not only develops the EIR for the Sidewalk Repair Program but also for its future urban forestry goals. We look forward to discussing the recommendations in further detail, and are eager to support any and all efforts to conduct this important work for the health of our urban forest.</p>	9/14/17 12:00 AM PT	

Urban Forestry Partners	1. No net loss of tree canopy: a. The tree replacement policy -- at a minimum -- needs to be 2:1 when trees have a canopy under 30 feet and should increase to 4:1 for trees over 30 feet. There should be a no-net-loss in canopy from sidewalk replacements and this ratio helps get the City there. 2. Updating best management practices: a. Removal of root barriers from planting detail: The standard planting detail S- 456-2 should be updated to completely remove the installation of root barriers. 2 Root barriers create a less stable root system for street trees increasing the potential for tree failure. They are expensive to install, and provide no assurance that it will prevent tree roots from growing under a sidewalk. b. 15 gallon size trees for residential plantings: 15 gallon size trees provide a healthier root system when planted which decreases the time needed for the tree to establish its roots and lowers the time needed for supplemental watering. They are also roughly half the cost to plant and install than a 24' box tree, and will be equal in size two to three years after planting. c. Increase species diversity: The current list of Los Angeles City approved street trees should be updated to remove trees that require a moderate amount of water. It should introduce native species that are well adapted to our current climate cycle. These trees are better positioned to adapt to climate change, resist disease and infestation. They also support biodiversity and, therefore, the health of our adjacent wild spaces. 3. Tree inventory: a. In order to properly manage our urban forest we should first know the current state of our urban forest. It has been roughly 20 years since Los Angeles has completed a tree inventory. It is imperative that this be included into the Sidewalk Repair Program so the full impact of the program can be understood and properly mitigated. 4. Transparency to the public: a. Publicly available map of all removals and replacement locations: As trees are removed and replaced, residents should be able to track where this work is being completed. Having a publicly accessible online platform will provide the transparency needed for residents to be confident the City is meeting the mitigation requirements established by the EIR. 5. Tree Management: In order to properly manage our urban forest we should first know the current state of our urban forest. It has been roughly 20 years since Los Angeles has completed a tree inventory. It is imperative that this be included into the Sidewalk Repair Program so the full impact of the program can be understood and properly mitigated 6. Sustainable sidewalk designs: a. Our urban forest could significantly increase water supplies for LA if the City integrated sustainable sidewalk designs and materials such as bioswales to capture stormwater, permeable paving options, and other green infrastructure opportunities. Other sustainable designs include meandering sidewalks, bridging over existing roots, curb bump-outs and larger tree-wells. 3 As the leaders of urban forestry in Los Angeles we strongly encourage the City of Los Angeles to study these issues in the EIR process, and make these changes to our current urban forest management. We look forward to continuing to work together on creating a healthy urban forest for the future of Los Angeles.	9/14/17 12:00 AM PT	Comment noted. Please see Chapter 2.0, Project Description and Chapter 3.3 Biological Resources.
Uriel Tovav	This project is very good because there are so many sidewalks that need repair and many others that there need to be put in new sidewalks in the streets that are near schools and the kids walk. Every day to go to school we need those sidewalks already. How great that they are going to plant trees to improve the air and make the city prettier. We hope that this project passes because we truly need these sidewalks repaired so that people in wheelchairs. And they should mark where cars shouldn't stop like corners and places for where you walk.	8/14/17 12:00 AM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
Valerie Davidson	We living here in Mar Vista have asked the city for many years to repair the sidewalk. It is buckled and dangerous, it also traps water runoff coming down the hill which creates a dangerous and slippery area. This area is a highly used sidewalk, with daily use by many pedestraian's, dog walkers, families, runners, kids going to Penmar Park. We need the sidewalk re done. The slope done professional to allow for water runoff. We hope you can come fix our sidewalk once and for all. We would love for you to come look at it, and observe the frequency of use. We are a prime location and need help. Thanks Val Davidson. Many people as well as our family have tripped on the buckled sidewalk. The city has just added black asphalt as a "bad patching" job. This is not working and needs to be fixed properly	8/19/17 10:36 AM PT	Comment noted. Please see Chapter 2.0 Project Description, and Chapter 3.8 hydrology and Water Quality.
Valerie Peterson-Brandt	Leimert Park in general has many cracked, falling apart, and unsafe sidewalks. The entirety of my block, between Rodeo and 39th, needs multiple repairs. All along Rodeo there are corners where it is impossible for a wheelchair to gain access to the street in order to cross.	9/10/17 3:03 PM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
Vedanta society of So Calif	Add to your list of repairs for the Hollywood Dell: The 2000 block of N. Ivar on the east side. The sidewalk is totally broken up by the ficus tree roots. C6Q3	9/13/17 4:43 PM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
Vera Del pozo	Please remove the large trees with the trunks breaking up the side walks. Please clean sidewalks.	9/15/17 6:44 AM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
Vida Montgomery	The side walks in my neighborhood are in terrible shape. I have fallen several times due to unevenness of the asphalt. I realize that the unevenness is due to the tree roots. However, a new paving needs to be done. Occasionally, there is time, effort and resources wasted by City in adding tar to the cracks on the side walk instead of re-pavement. These patches get broken up and cause more fall hazards. My pets are also not immune to the unevenness of the side walks: my older Labrador continuously falls when we go for our walk. Please help!	9/12/17 9:00 AM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
Wansun Song	I support sidewalk repair. I live in West LA and there are certain areas where the sidewalks are in disrepair. For example, those in wheelchairs wouldn't be able to use the sidewalk on the southside of Olympic Blvd. between Westwood Blvd and Midvale Ave. it's been like this for over a decade. Please work on this.	8/01/17 3:17 PM PT	Comment noted. Please see Chapter 2.0 Project Description. Please visit https://sidewalks.lacity.org/
Watts Neighborhood Council	My name is a Ashley and I am here on the Watts Neighborhood Council as the Environmental Representative. I am here at the meeting. Someone just shared the sidewalk repair program environmental study. I wanted to share a report we drafted this year. More than 200 residents of Watts contributed. Rocio Andrade, cc'ed here, is the point of contact. I want again to reiterate the importance of empowering residents by implementing local job training and hiring. The added investment in the community can help uplift the community and the people who live in it. Thank you once again for all your work. Please let me know you got this message.	9/12/2017 0:00	Comment noted. Please see Chapter 2.0 Project Description.

Scoping Outreach Summary

Public Outreach Efforts

Notice of Preparation

A Notice of Preparation (NOP) and Initial Study were circulated from July 27, 2017 to September 15, 2017. During this extended 45-day review period, the lead agency requested comments on the scope and content of the environmental information to be included in the Draft EIR.

Copies of the NOP/IS were made available for review at 35 library locations and mailed to more than 500 governmental and agency stakeholders. There were six digital announcements sent to approximately 567 email addresses constituting of community residents, stakeholders, and interested constituents from NOP/IS process, public agencies, non-profit groups, etc. were sent during the extended 45-day public review period. Electronic advertisements on the public meetings and the Project were in Facebook, EmpowerLA, Los Angeles Sentinel, La Opinion (digital), and LA Times (digital). Public notices were printed in Los Angeles Times, Daily Breeze, and La Opinion newspapers. Staff attended 11 neighborhood council meetings prior to the end of the scoping period to invite stakeholders to comment on the NOP and attend the scoping meetings. All 15 City of Los Angeles Council Offices were contacted to post announcements about the environmental review process via their communications channels, and 9 council offices posted announcements.

Three public scoping meetings were held to obtain input on the NOP/IS and the scope and contents of the EIR:

- August 9, 2017, 6 p.m.–8 p.m., Ronald F. Deaton Civic Auditorium, 100 W 1st St (Main), Los Angeles, CA 90012
- August 14, 2017, 6 p.m.–8 p.m., Mid-Valley Senior Citizen Center, 8825 Kester Ave, Panorama City, CA 91402
- August 24, 2017, 6 p.m.–8 p.m., Westchester Senior Citizen Center, 8740 Lincoln Boulevard, Los Angeles, CA 90045

There were over 300 written comments received. The comments primarily discussed alternative designs and materials for sidewalk repair; dual function like sidewalk and stormwater capture; a higher street tree ratio; public participation, aesthetics of City tree canopy; funding questions, etc. Commenters included Los Angeles Metro, Native American Heritage Commission, South Coast Air Quality District, neighborhood councils, environmental groups, and non-profit organizations, etc. Comments on the NOP/IS were considered by BOE during preparation of the Draft EIR, and are provided in Appendix A along with the comments on the NOP/IS.



Scoping Outreach Summary



Prepared by: Consensus
October 13, 2017



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I. Communications Infrastructure

A. Stakeholder Database

Utilized the community organizing system NationBuilder to host our significant stakeholder database and track project interest sign-ups. The stakeholder database included individuals and groups represented in the *Willits* case, elected officials and their staff, community-based organizations, individual sign-ups, and other interested parties.

- Total of 848 stakeholders

A copy of the stakeholder database can be found in **Appendix A**.

II. Community Outreach

A. Notice of Preparation / Initial Study Announcement

Literature Drop

On July 27-28, 2017, our outreach team conducted a project literature drop at thirty-five (35) Los Angeles public libraries. The project literature was made available for public consumption and review during the scoping period (July 27 – September 15, 2017). Included literature documents, created by Consensus and the project team:

- ***Notice of Preparation (NOP) and Initial Study (IS) [ICF + LABOE]***
 - ***NOP/IS Availability Map (Consensus)*** – A map of the Los Angeles City Council districts was overlaid with the location of all project literature availability locations.
 - ***NOP/IS Availability List (Consensus)*** – A table listing of all project literature availability locations.
- ***Library Cover Letter (Consensus)*** – A cover letter with instructions for each library detailing the significance of the project literature and how they should make each document available to the public.
- ***Brochure (Consensus)*** – Contained an overview of the project, the environmental review process, and the scoping period. Was available in English and Spanish.

When the literature was dropped at each public library location, the outreach staffer collected a signature from the head librarian, or other available library staffer, confirming receipt of the documents.

Copies of the availability map, availability list, library cover letter, and library confirmation of receipt can be found in **Appendix B**.



Safe Sidewalks LA Environmental Review Process Webpage

The webpage text, an “EIR Process Overview” document, and a “Ways to Participate” document were re-purposed from documents provided by LABOE’s Sixth Street Viaduct Replacement Project.

Copies of the webpage text, EIR Process Overview, and Ways to Participate documents can be found in **Appendix C**.

Mailing

Mailing addresses were extracted, if available, from the existing stakeholder database for the NOP/IS announcement. The English and Spanish versions of the NOP were included in the mailing.

A total of 519 mailers were sent out.

A copy of the stakeholder database utilized for the mailer can be found in **Appendix A**.

B. News Advertisements

Placed English and Spanish-language advertisements in community news publications. The advertisements informed the public about the release of the Notice of Preparation (NOP) and Initial Study (IS). They also directed interested parties to learn more about the environmental review by going online or attending a public scoping meeting, and then submitting comments.

Los Angeles Sentinel – Digital

- Published Thursday, July 27, 2017 – Thursday, August 3, 2017
- Specifications:
 - Color
 - 300 x 250-pixel banner
- Digital Analytics
 - 33,626 impressions
 - 24 clicks
- Circulation:
 - 30,723 weekly

La Opinión – Spanish Digital

- Published Thursday, July 27, 2017 – Sunday, July 30, 2017
- Specifications:
 - Color
 - 300 x 250-pixel
- Digital Analytics



- 50,002 impressions
 - 147 clicks
- Readership:
 - 787,500 weekly

La Opinión – Spanish Print

- Published Thursday, July 27, 2017
- Specifications:
 - Color
 - ½ page horizontal – 9.81” x 5.41”
- Readership:
 - 787,500 weekly

Los Angeles Times – Targeted Email Blast

- Sent Friday, July 28, 2017
- Sent to 50,001 homeowners in the City of Los Angeles
- Maintained the same design and content as the email blast sent to the Consensus stakeholder list
- Analytics
 - 1,072 clicks
 - 9,912 opens
 - 19.82% open rate
 - 2.14% click through rate

Los Angeles Times – Print

- Published Sunday, July 30, 2017
- Specifications:
 - Color
 - Main News Section
 - Page A12
 - 3” x 5.25”
- Sunday Circulation:
 - 389,320

EmpowerLA – Weekly Email Newsletter

- Sent Friday, July 28, 2017 and Friday, September 8, 2017
- Goes out to all board members of the City’s neighborhood councils

Facebook Advertising Campaign

The outreach team created a Facebook advertising campaign via the City of Los



Angeles Bureau of Engineering Facebook page. Two areas were targeted: South LA (70%) and West LA (30%). The ad campaign resulted in the following page analytics:

- **Reach:** 60,936 people
- **Link Clicks:** 1,306
- **Impressions:** 105,041
- **Page Likes:** 17
- **Post Comments:** 12
- **People Taking Action:** 1,269
- **Post Reactions:** 35

Copies of the newspaper advertisements, EmpowerLA newsletters, and Facebook advertisement campaign can be found in **Appendix B**.

C. Stakeholder Email Campaign

Starting Friday, July 28, 2017, the outreach team sent six announcements via email to the stakeholder database. One was sent as an announcement of the start of the scoping period. Three were sent as reminders for the Deaton Auditorium, Mid-Valley, and Westchester scoping meetings. The other two were sent as final reminders to submit comments prior to the end of the comment period.

The distribution lists included the initial stakeholder database and contacts sent over by LABOE and the project team, and those added via Neighborhood Council announcements. The emails were sent on July 28, August 8, August 14, August 21, September 8, and September 14.

Metrics on how the campaigns performed below:

Database List:

- **Open Rate Average:** 42.79%
- **Click Rate Average:** 3.15%

Copies of the stakeholder email campaigns can be found in **Appendix B** and **Appendix D**.

D. Neighborhood Council Announcements

The outreach team attended the following Neighborhood Council meetings scheduled prior to the end of the scoping period (September 15, 2017). Sign-ups were also collected from interested attendees. The Neighborhood Councils presented to were:

- Zapata-King
- Eagle Rock
- United Neighborhoods
- Mid-City
- Sun Valley Area
- Watts
- Pico
- Harbor Gateway South
- Atwater Village



A total of **78** stakeholders signed up for the project interest list from the Neighborhood Council meetings visited. All individuals were added to the email list and sent project emails. Copies of the English and Spanish brochures were also provided.

Our outreach team showed up to the following Neighborhood Council meetings, but they were cancelled without prior advertised notice:

- Voices of 90037
- Park Mesa Heights

Copies of the neighborhood council announcement sign-up sheets can be found in **Appendix D**.

Copies of advertising by neighborhood councils on their communications channels can be found in **Appendix B**.

E. Assisted Living Centers

Per LABOE's request, brochures were mailed to the following assisted living centers for them to display for any interested individuals:

- Westside Center for Independent Living
- Independent Living Center
- Southern California Resource Center
- Resource Center for Independent Living
- Independence Center
- Disabled Resources Center

F. City Council Offices

The outreach team contacted the 15 council offices to request posting announcements about the environmental review process via their communications channels. Below you will find which council offices were reached and agreed to post information.

Councilmember	Facebook	Twitter	Other
Paul Krekorian (CD-2)	Yes	Yes	Forwarded to Studio City and Valley Village Neighborhood Councils
David E. Ryu (CD-4)	Yes	Yes	Nextdoor
Paul Koretz (CD-5)	No	Yes	Newsletter
Nury Martinez (CD-6)	Yes	No	



Marqueece Harris-Dawson (CD-8)	Yes	No	
Herb J. Wesson, Jr. (CD-10)	Yes	Yes	
Mike Bonin (CD-11)	Yes	No	
Mitchell Englander (CD-12)	Yes	Yes	
Jose Huizar (CD-14)	Yes	Yes	

Copies of advertising by Los Angeles City Councilmembers on their communications channels can be found in **Appendix D**.

III. Public Scoping Meetings

A total of three (3) meetings were held to engage the public and encourage them to learn more about the proposed Project and submit their comments. The three scoping meetings were held at Ronald F. Deaton Civic Auditorium, Mid-Valley Senior Citizen Center, and Westchester Senior Citizen Center.

A. Format

The public scoping meetings were consistently held from 6:00 p.m. – 8:00 p.m. The purpose of the meetings was to provide information on the proposed Project, review the Notice of Preparation (NOP) / Initial Study (IS), and to gather relevant public comments. Each meeting was conducted in the same open house format and set-up in the same manner.

Attendees were invited to visit five (5) different stations for information and offered an opportunity to speak with the project staff one-on-one. The stations consisted of:

- Start Here – Welcome / Sign-In (Consensus)
- Proposed Project (LABOE)
- Environmental Review Process + Potential Environmental Impacts (ICF)
- Potential Impacts to Street Trees (LABOE)
- Comments (Consensus + SmartComment)

Project display boards, the NOP (in English and Spanish), and IS were available for attendees to view while interacting with the project staff.

The meetings began with attendees signing in and walking through the open house. Immediately following, there was a formal presentation with a public comment period. To comment during the public comment portion of the presentation, attendees were



encouraged to fill out a speaker card at any time and to hand it to a project staffer. The open house continued through the remainder of the meeting time.

At any time, attendees were welcome to visit the comment station, where they had the opportunity to write their comments either on paper comment sheets (available in English and Spanish) or electronically on the provided laptops via the comment software SmartComment.

Date	Meeting Location	No. of Attendees	No. of Comments Received
Wednesday, August 9, 2017	Ronald F. Deaton Civic Auditorium 100 W 1 st St Los Angeles, CA 90012	9	Written Comment: 1 Speaker: 1
Monday, August 14, 2017	Mid-Valley Senior Citizen Center 8825 Kester Ave Panorama City, CA 91402	20	Written Comments: 7 Speakers: 7
Thursday, August 24, 2017	Westchester Senior Citizen Center 8740 Lincoln Blvd Los Angeles, CA 90045	8	Written Comment: 1 Speakers: 3

B. Informational Materials – Handouts

The public informational materials given to attendees when they signed in included:

- **Station Guide** – Provided an overview of the open house and how to submit comments.
- **Brochure** – Contained an overview of the project, the environmental review process, and the scoping period. Was available in English and Spanish.
- **Speaker Card** – Filled out by attendees who wished to speak during the public comment portion of the formal presentation.
- **Written Comment Sheet** – Filled out by attendees who wanted to submit a written comment.

Copies of the station guide, English and Spanish brochures, speaker card, and written comment sheet can be found in **Appendix E**.



C. Informational Materials – Project Display Boards

Project Display Boards

Project display boards were created and utilized during the open house portion of the public scoping meeting. They were:

- ***Start Here / Registrarse Aquí*** – Placed at the sign-in station to indicate the main venue entrance and sign-in area.
- ***Proposed Project*** – Placed as its own station as an overview of the continued, amended, and expanded Safe Sidewalks LA program.
- ***Potential Impacts to Street Trees*** – Placed as its own station to show the potential environmental impacts associated with the tree removal and replacement policy.
- ***Environmental Review Process*** – Placed as a station with the “Potential Environmental Impacts” board to provide a visual representation of the environmental review process timeline.
- ***Potential Environmental Impacts*** – Placed as a station with the “Environmental Review Process” board to provide an overview and visual representation of the environmental factors to be studied in the environmental study.
- ***Comments / Comentarios*** – Placed at the comment station to provide an overview of the ways to provide input and submit comments.

A copy of the project display boards can be found in **Appendix E**.

D. Informational Materials – Project Presentation

Project Presentation

A PowerPoint Presentation was delivered by Consensus and LABOE. The presentation included information on the following:

- Proposed Project
- Existing Conditions of Sidewalk Damage and Access Barriers
- Construction Activities
- Environmental Review Process Overview
- Project Objectives
- Location and Project Zone Communities
- Environmental Resource Areas Potentially Impacted by Proposed Project
- Potential Environmental Impacts Associated with Street Tree Removal and Replacement
- Scoping Phase
- Availability of the Notice of Preparation / Initial Study
- Ways to Provide Input

A copy of the project presentation can be found in **Appendix E**.

Appendix A: Stakeholder Database

first_name	last_name	email	phone_number	primary_address1	primary_address2	City	State	ZIP
Ryan	Johnson	ryanjohnson@altaplanning.com					CA	
Philip	Fontanetta	22554@lapd.lacity.org	(213) 486-0680					
David	Ferry	27384@lapd.lacity.org						
Michelle	Loomis	27794@lapd.lacity.org						
Sean	Karmody	32183@lapd.lacity.org	(213) 486-0696					
Michelle	Smith	38603@lapd.lacity.org						
Carl	Lurvey	39507@lapd.lacity.org	(213) 486-0718					
America	Aceves	aaceves@proyectopastoral.org		135 N Mission Rd		Los Angeles	CA	90033
Aaron	Paley	aaron@carsla.net	(213) 365-0605					
Aaron	Thomas	aaron@northeasttrees.org	(323) 441-8633	570 W Ave 26	Suite 200	Los Angeles	CA	90065
Lilia	Acosta	acosta10105@gmail.com						
Alma	Stent	acstent939@aol.com	(323) 521-9080	5651 W Pico Blvd		Los Angeles	CA	90019
Adrienne	Kuhre	adrienne.nandc@gmail.com		PO Box 18769		Los Angeles	CA	90018
Alfredo	Gama	agama006@gmail.com		4700 Honduras Ave		Los Angeles	CA	90011
Laura	Trejo	age.webinfo@lacity.org	(213) 482-7252	221 N Figueroa St	Suite 500	Los Angeles	CA	90012
Roman	Gomez	agomez.evrnc@gmail.com		1811 Ripple St		Los Angeles	CA	90039
Alan	Kumamoto	akumamoto@aol.com		307 E 1st St		Los Angeles	CA	90012
Alexis	Lantz	alantz@ph.lacounty.gov	(213) 351-1935	695 S Vermont Ave	South Tower, 14th Floor	Los Angeles	CA	90005
Aldo	Ubau	aldo.ubau@lacity.org	(213) 482-0413					
Alek	Bartosouf	alek@la-bike.org						
Alice	Kim	alice.kim@lacity.org	(213) 847-4811	1149 S Broadway	Suite 700	Los Angeles	CA	90015
Alex	Brideau III	alika@brideau.net					CA	
Alison	Becker	alison.becker@lacity.org	(213) 473-2313					
Alison	Kendall	alison@kendallplanning.com	(310) 586-1557					
Allen	Compton	allen@s-a-l-t.com	(323) 333-6333					
Marilyn	Fried	am.fried@sbcglobal.net						
Amanda	Meza	amanda@investinginplace.org						
Amy	Schulenberg	amy.schulenberg@lacity.org	(213) 485-0527					
Amy	Childress	amyec@usc.edu						
Ana	Dragin	ana.dragin@lacity.org	(310) 732-4515	638 S Beacon St	#552	San Pedro	CA	90731
Ana	Petric	ana.petric@mrca.ca.gov						
Ana	Straabe	ana.straabe@mrca.ca.gov	(323) 221-9944 ext. 107					
Andrew	Pennington	andrew.pennington@lacity.org						
Andrew	Said	andrew.said@lacity.org						
Andrew	Thomas	andrew@thewestwoodvillage.com	(310) 470-1812	10880 Wilshire Blvd	Suite 117	Los Angeles	CA	90024
Frederick	Chung	andy.evrnc@gmail.com		1811 Ripple St		Los Angeles	CA	90039
Angela	Kaufman	angela.kaufman@lacity.org	(213) 202-2752	201 N Figueroa St	#100	Los Angeles	CA	90012
Angie	Song	angie.song@tpl.org	(323) 233-0441 ext. 12					
Anisha	Hingorani	anisha@multicultimobility.org	(323) 942-9962	534 E Edgeware Rd		Los Angeles	CA	90026
Anita	Avakian	anita.avakian@lacity.org	(213) 473-7002					
Ann	Job	ann.job@sylmarnc.org	(818) 833-8737	13109 Borden Ave		Sylmar	CA	91342

Anna	Apostolos	anna@lani.org	(213) 627-1822 ext. 14	800 S Figueroa St	#97	Los Angeles	CA	90017
Tony	Braswell	anthony.braswell@cshs.org	(818) 759-8204	PO Box 4703		Valley Village	CA	91617
Anthony	Nercessian	anthony.nercesslan@ladwp.com	(213) 367-8329					
Arcelia	Arce	arcelia.arce@lacity.org	(213) 473-7006	200 N Spring St	#470	Los Angeles	CA	90012
Ari	Simon	ari.simon@lacity.org	(213) 473-7014	200 N Spring St	#465	Los Angeles	CA	90012
Armen	Ross	armenross@yahoo.com	(323) 939-6022	PO Box 8193		Los Angeles	CA	90008
Arturo	Chavez	arturo.chavez@lacity.org	213-473-7001	200 N Spring St	Room 460	Los Angeles	CA	90012
Asaad	Alnajjar	asaad.alnajjar@lacity.org	(213) 847-1432	1149 S Broadway	Suite 200	Los Angeles	CA	90015
Asad	Balg	asad.baig@lacity.org	(213) 473-7007					
Azya	Jackson	azya.jackson@lacity.org	(213) 485-3998					
Barbara	Sheppard	barbarasafemoves@yahoo.com	(818) 786-4614					
		BID@CentralAvenueHistoricDistrict.org	(323) 230-7070	4301 Central Ave		Los Angeles	CA	90011
Bill	Sadler	bill@saferoutespartnership.org	(847) 732-4007	2323 Broadway Ave	Suite 109B	Oakland	CA	94612
Bill	Koontz	billk@marvista.org		PO Box 66871		Mar Vista	CA	90066
Brad	Kane	bkane@kanelaw.la	(323) 521-9080	5651 W Pico Blvd		Los Angeles	CA	90019
Jay	Beeber	blickman@roadrunner.com					CA	
Bryn	Lindblad	blindblad@climateresolve.org	(213) 634-3790	525 S Hewitt St		Los Angeles	CA	90013
Raymond	Regalado	Board@NWSanPedro.org	(310) 732-4522	638 S Beacon St	Box 688	Los Angeles	CA	90713
Brenda	Gonzalez	brenda.gonzalez@lacity.org	(213) 473-2345	200 N Spring St	Room 480	Los Angeles	CA	90012
Brett	McReynolds	brett.mcreynolds@lacity.org	(213) 847-2369	1149 S Broadway	Suite 300	Los Angeles	CA	90015
Suzanne	Lewis	brilliantevents@earthlink.net	(818) 759-8204	PO Box 4703		Valley Village	CA	91617
Owen	Smith	brookside@greaterwilshire.org	(424) 901-1409	419 N Larchmont Blvd		Los Angeles	CA	90004
Bruce	Gilman	bruce.gillman@lacity.org	(213) 922-2843					
Bruce	Chan	brucecha@gmail.com	(714) 725-8796			Pittsburgh	PA	
Bryan	Eck	bryan.eck@lacity.org	(213) 978-1304				CA	
Bradley	Smith	bsmith@ghsnc.org	(818) 217-0511	11024 Balboa Blvd	Box 767	Granada Hills	CA	91344
Cindi M.	Alvitre	calvitre@yahoo.com	(714) 504-2468	3094 Mace Ave	Apt B	Costa Mesa	CA	92626
Carey	Stone	carey.stone@lacity.org	(213) 202-2747	205 N Figueroa St	Suite 100	Los Angeles	CA	90012
Carl	Jones	carl.jones@lacity.org	(323) 913-4605					
Carl	Nelson	carl.nelson@lacity.org	(213) 485-4474	1149 S Broadway	Suite 700	Los Angeles	CA	90015
Carol	Armstrong	carol.armstrong@lacity.org						
Monique	Carrabba	carrabbagroup@gmail.com	(323) 521-9080	5651 W Pico Blvd		Los Angeles	CA	90019
Carter	Rubin	carter.rubin@lacity.org	(213) 922-9769			Los Angeles	CA	
Elizabeth	Carvajal	carvajale@metro.net						
Cathy	Simpson	CathyMSimpson@yahoo.com	(323) 886-2469	PO Box 1586		Los Angeles	CA	90001
Carlos	Campero	ccampero@lacorps.org	(323) 343-8906	605 W Olympic Blvd	Suite 450	Los Angeles	CA	90015
Cecilia	Castillo	cecilia.castillo@lacity.org	(213) 473-7003	200 N Spring St	#415	Los Angeles	CA	90012
Cesar	Diaz	cesar.diaz@lacity.org	(213) 473-7003					
Cesar	Ruiz	cesar.ruiz@lacity.org						
Aaron	Martin	chair@eccandc.org		8475 S Vermont Ave		Los Angeles	CA	90044
Danielle	Lafayette	chair@ecwandc.org		3701 Stocker	#208	Los Angeles	CA	90008
Pamela	Thornton	chair@harborgatewaynorth.org		PO Box 3723		Gardena	CA	90247

Anthony	Lagasca	chair@hsdnc.org		5500 Hollywood Blvd	Suite 406	Los Angeles	CA	90028
Terri	Tippit	chair@wncla.org	(210) 474-2326	PO Box 64370		Los Angeles	CA	90064
Susan	Chivaratanond	Chivaratanonds@metro.net	(213) 922-1259					
Chris	Robertson	chris.robertson@lacity.org	(213) 473-7569	200 N Spring St	#480	Los Angeles	CA	90012
Chris	Solek	chris@watershedhealth.org	(213) 229-9945	700 N Alameda St		Los Angeles	CA	90012
Christina	Davis	christina@laxcoastal.com	(310) 645-5151	9100 S Sepulveda Blvd	Suite 210	Westchester	CA	90045
Christine	Dixon	christine.dixon@lacity.org	(213) 473-7008	200 N Spring St	Room 460	Los Angeles	CA	90012
Christine	Peters	christine.peters@lacity.org	(213) 473-7013	200 N Spring St	#480	Los Angeles	CA	90012
Christopher	Pina	christopher.pina@lacity.org						
Claire	Bowin	claire.bowin@lacity.org						
Clare	Marter Kenyon	clare_mk@yahoo.com		3727 W 6th St	Suite 300	Los Angeles	CA	90020
Claire	Latan_	clatane@eptdesign.com						
Janine	Watkins	cloud94lif@yahoo.com	(323) 564-0260	10221 Compton Ave	Suite 106	Los Angeles	CA	90002
Cecilia	Moreno	cmoreno@portla.org		544 N Avalon Blvd	Suite 103	Wilmington	CA	90744
Yvonne	Ellett	co-chair@ecwandc.org		3701 Stocker	#208	Los Angeles	CA	90008
Keith	McCowen	cochair@eccandc.org		8475 S Vermont Ave		Los Angeles	CA	90044
Colin	Bogart	colin@la-bike.org				Los Angeles	CA	
Chauv	Connie	connie.chauv@lacity.org	(213) 972-8476					
Conrado	Terrazas	conrado.terrazas@lacity.org	(323) 550-1538	5577 N Figueroa St		Los Angeles	CA	90042
Corinne	Ho	corinnemho@gmail.com	(818) 856-1060	7248 Owensmouth Ave		Canoga Park	CA	91303
Alejandra	Cortez	cortez.gcpnc@gmail.com		1150 Cypress Ave		Los Angeles	CA	90065
Bob	Blumenfield	councilmember.blumenfield@lacity.org	(213) 473-7003	200 N Spring St	#415	Los Angeles	CA	90012
Mike	Bonin	councilmember.bonin@lacity.org	(213) 473-7011	200 N Spring St	#475	Los Angeles	CA	90012
Joe	Buscaino	councilmember.buscaino@lacity.org	(213) 473-7015	200 N Spring St	#410	Los Angeles	CA	90012
Gilbert	Cedillo	councilmember.cedillo@lacity.org	(213) 473-7001	200 N Spring St	#460	Los Angeles	CA	90012
Mitchell	Englander	councilmember.englander@lacity.org	(818) 882-1212	200 N Spring St	#405	Los Angeles	CA	90012
Marqueece	Harris-Dawson	councilmember.harris-dawson@lacity.org	(213) 473-7008	200 N Spring St	#450	Los Angeles	CA	90012
Jose	Huizar	councilmember.huizar@lacity.org	(213) 473-7014	200 N Spring St	#465	Los Angeles	CA	90012
Paul	Koretz	councilmember.koretz@lacity.org	(213) 473-7005	200 N Spring St	#440	Los Angeles	CA	90012
Paul	Krekorian	councilmember.krekorian@lacity.org	(213) 473-7002	200 N Spring St	#435	Los Angeles	CA	90012
Nury	Martinez	councilmember.martinez@lacity.org	(213) 473-7006	200 N Spring St	#470	Los Angeles	CA	90012
Mitch	O'Farrell	councilmember.ofarrell@lacity.org	(213) 473-7013	200 N Spring St	#480	Los Angeles	CA	90012
Curren	Price	councilmember.price@lacity.org	(213) 473-7009	200 N Spring St	#420	Los Angeles	CA	90012
Herb	Wesson	councilmember.wesson@lacity.org	(213) 473-7010	200 N Spring St	#430	Los Angeles	CA	90012
Courtney	Morris	courtney@atwatervillage.org		3372 Glendale Blvd	#105	Los Angeles	CA	90039
Lisette	Covarrubias	covarrubiasl@metro.net						
Randall	Henry	crenshawwalks@communityintelligence.org	(213) 422-4215	100 N Main St		Springsdale	AZ	85555
Crystal	Killian	crystal.killian@lacity.org	(310) 732-4599	638 S Beacon St	#204	San Pedro	CA	90731
Chanda	Singh	csingh@ph.lacounty.gov	(213) 351-1935	695 S Vermont Ave	South Tower, 14th Floor	Los Angeles		90005
James	Dimon	cspnclive@gmail.com	(310) 918-8650	1840 S Gaffey St	Box 34	San Pedro	CA	90731
Brian	Vassallo	cspncvp@gmail.com		1840 S Gaffey St	Box 34	San Pedro	CA	90731
Teresa	Chung	ctchung4@hotmail.com	(626) 571-8222	6607 Atlantic Ave	Suite 46	Bell	CA	90201

Curtis	Earnest	curtis.earnest@lacity.org	213-473-7009	200 N Spring St	Room 420	Los Angeles	CA	90012
Dale	Benson	dale_benson@dot.ca.gov	(213) 897-2934					
Daniel	Brin	dan.brin@westhillsnc.org		PO Box 4670		West Hills	CA	91308
Dan	Mitchell	dan.mitchell@lacity.org	(213) 972-8432	100 S Main St	10th Floor	Los Angeles	CA	90012
Daniel	Halden	daniel.halden@lacity.org	213-207-3015	1722 Sunset Blvd		Los Angeles	CA	90026
Daniel	Sciolini	daniel.sciolini@bhc.ca.gov	(323) 290-5276					
Dan	Gordon	danieljacobgordon@gmail.com		PO Box 13096		Los Angeles	CA	90013
Darlene	Atkins	Darlene.Atkins11@Gmail.com		4060 S Figueroa St		Los Angeles	CA	90037
Darryl	Ford	darryl.ford@lacity.org						
Dave	Beauvais	davebeauvais@verizon.net		11024 Balboa Blvd	Box 767	Granada Hills	CA	91344
David	Roberts	david.a.roberts@lacity.org	(213) 473-2321	200 N Spring St	#410	Los Angeles	CA	90012
David	Greene	david.greene@ernc.la		PO Box 41652		Los Angeles	CA	90041
David	Hersch	david.hersch@lacity.org	(310) 289-0353					
David	Hirano	david.hirano@lacity.org	(213) 978-7621	200 N Main St	Suite 1500	Los Angeles	CA	90012
David	Ryu	david.ryu@lacity.org	(213) 473-7004	200 N Spring St	#425	Los Angeles	CA	90012
David	Somers	david.somers@lacity.org						
Deborah	Weinstein Bloome	dbloome@treepeople.org	(818) 753-4600	12601 Mulholland Dr		Beverly Hills	CA	90210
Dave	Brown	dbrown@nhwnc.net	(818) 892-8899	PO Box 2091		Los Angeles	CA	91393
Debbie	Dyner Harris	debbie.dynerharris@lacity.org	(310) 575-8461	1645 Corinth Ave	#201	Los Angeles	CA	90025
Deborah	Deets	deborah.deets@lacity.org	(213) 485-3913					
Deborah	Kahen	deborah.kahen@lacity.org	(213) 978-1395					
Deborah	Murphy	deborah@losangeleswalks.org	(323) 661-3173	2351 Silver Ridge Ave		Los Angeles	CA	90039
Demi	Espinoza	demi@saferoutespartnership.org	(503) 739-3654	2323 Broadway Ave	Suite 109B	Oakland	CA	94612
Dennis	Gleason	dennis.gleason@lacity.org	(213) 473-7015	200 N Spring St	#410	Los Angeles	CA	90012
Dan	Gibson	dgibson.nhwnc@gmail.com		PO Box 2091		North Hills	CA	91393
Diana	Duenas	diana@encinochamber.org	(818) 789-4711	4933 Balboa Blvd		Encino	CA	91316
Diana	Williams	diana@woodlandhillscs.net	(818) 347-4737	PO Box 1		Woodland Hills	CA	91365
Diane	Silva	diane.silva@tpl.org	(323) 223-0441	135 W Green St		Pasadena	CA	91105
Jeff	Mintz	djcoolmintz@yahoo.com		3727 W 6th St	Suite 300	Los Angeles	CA	90020
Veronica	De Lara	dlrgnzlraf@gmail.com	(818) 406-6526	9757 Beachy Ave		Arleta	CA	91331
Doug	Tripp	doug.tripp@lacity.org	(213) 473-7012	200 N Spring St	#405	Los Angeles	CA	90012
Stacey	Proctor	DRLC@dlrcenter.org	(213) 736-1031	350 S Grand Ave	#1520	Los Angeles	CA	90071
Dru	Van Hengel	druvanhengel@altaplanning.com						
Lin	Wang	dyinsun903@gmail.com						
Bradley	Bradley	ebebradley@hotmail.com	(323) 256-4762	3750 Verdugo Rd		Los Angeles	CA	90065
Eddie	Isaacs	eddie_isaacs@dot.ca.gov						
Edith	De Guzman	edeguzman@treepeople.org	(818) 623-4889					
Dave	Ptach	edendaleprojects@yahoo.com	(323) 666-8583				CA	
Edward	Morrissey	edward@atwatervillage.org		3371 Glendale Blvd	#105	Los Angeles	CA	90039
Efren	Martinez	efren@ffchamber.org	(323) 589-4222	2156 E Florence Ave	Floor 2	Huntington Park	CA	90255
Eileen	Alduenda	eileen@watershedhealth.org	(213) 229-9945					
Eric	Lewis	elewis@winnetkanc.com	(818) 774-4330	20122 Vanowen St		Los Angeles	CA	91306

Eliza Jane	Whitman	eliza.whitman@lacity.org						
Ellen	Riotto	ellen@southpark.la	(213) 663-1112	1100 S Flower St	Suite 3400	Los Angeles	CA	90015
Elvina	Beck	elvina@chnc.org		PO Box 93907		Hollywood	CA	90093
Schenaë	Rourk	Emailoutreach@redwoodresources.net	(213) 622-3200	4712 Admiralty Way	#633	Marina del Rey	CA	90292
Dietrich	Nelson	emschair@hhwnc.org	(310) 854-6000	7140 W Sunset Blvd		Hollywood	CA	90028
Erick	Martell	eric.martell@lacity.org	(213) 978-0600	200 N Spring St	Room 425	Los Angeles	CA	90012
Eric	Moody	Eric.Moody@lacity.org	(818) 882-1212	9207 Oakdale Ave		Chatsworth	CA	91311
Eric	Widstrand	eric.widstrand@rbf.com	(213) 943-1377					
Eric	Bruins	eric@la-bike.org	(213) 629-2142	634 S Spring St	#821	Los Angeles	CA	90014
Gina	Escazante	escalante.gina@gmail.com						
Esther	Glaze	estherglaze@gmail.com	(323) 886-2469	PO Box 1586		Los Angeles	CA	90001
Francois	Bar	fbar@usc.edu						
Ferdy	Chan	Ferdy.Chan@lacity.org	(213) 847-0870					
Fernando	Cazares	fernando.cazares@tpl.org	(323) 223-0441	135 W Green St		Pasadena	CA	91105
Rachel	Malarich	forestry@treepeople.org	(818) 753-4600	12601 Mulholland Dr		Beverly Hills	CA	90210
Francis	Piazza	fpiazza@resedacouncil.org	(818) 832-7540	7449 Reseda Blvd	#118	Los Angeles	CA	91335
J. Francois	Nion	francois.nion@jcdecaux.com	(213) 608-0930	1150 S Olive St		Los Angeles	CA	90015
Andrew	Salas	gabrielenoindians@yahoo.com	(626) 926-4131	PO Box 393		Covina	CA	91723
Gary	Benjamin	gary.benjamin@lacity.org						
Geoffrey	Straniere	geoffrey.straniere@lacity.org	(213) 978-2074	201 N Figueroa St	#100	Los Angeles	CA	90012
George	Thomas	george.thomas@vnnc.org		PO Box 3118		Los Angeles	CA	91404
Gerald	Gubatan	Gerald.Gubatan@lacity.org	(213) 473-7001	200 N Spring St	#460	Los Angeles	CA	90012
Gilbert	Espinoza	gespinoza@advanceproj.org						
Gilbert	Radillo	gilbert@apch.org	(323) 232-7653					
Gabrielle	Newmark	gjnewmark@sbcglobal.net		3727 W 6th St	Suite 300	Los Angeles	CA	90020
Gideon	Kracov	gk@gideonlaw.net		3727 W 6th St	Suite 300	Los Angeles	CA	90020
Glenn	Bailey	glennbaileyncs@gmail.com		PO Box 19172		Encino	CA	91416
Glenn	Bailey	GlennBaileySFV@yahoo.com	(818) 453-3407					
Glenn	Micko	glennjames.micko@ladwp.com	(213) 367-3663					
Gerda	McDonough	gmcdono@mac.com					CA	
Genevieve	Morrill	gmorrill@wehochamber.com	(323) 650-2688	8272 Santa Monica Blvd		West Hollywood	CA	90046
George	Villanueva	govillan@usc.edu				Chicago Los Angeles		
Palino	Gina	gpalino@treepeople.org						
Gary	Plotkin	gplotkin@babcnc.org	(310) 479-6247	PO Box 252007		Los Angeles	CA	90025
Benjamin	Disinger	gpnc.bendisinger@gmail.com		3750 Verdugo Rd		Los Angeles	CA	90065
Brian	Miller	granadabid@gmail.com	(310) 237-3435	17723 Chatsworth St		Grenada Hills	CA	91344
Grayce	Liu	Grayce.Liu@lacity.org	(213) 978-1551	200 N Spring St	20th Floor	Los Angeles	CA	90012
Naomi	Iwasaki	greatstreets@lacity.org	(213) 978-0738	200 N Spring St	#303	Los Angeles	CA	90012
Greg	Good	greg.good@lacity.org	(213) 922-9757	200 N Spring St	#303	Los Angeles	CA	90012
Greg	Spotts	greg.spotts@lacity.org	(213) 847-3352	1149 S Broadway	4th Floor	Los Angeles	CA	90015
Gregg	Silverman	gregg.silverman@gmail.com						
Robert F.	Dorame	gtonva@verizon.net	(562) 761-6417	PO Box 490		Bellflower	CA	90707

Anthony	Morales	gttribalcouncil@aol.com	(626) 286-1631	PO Box 693		San Gabriel	CA	91778
Carlos	Ferreya	gvgcferreyra@gmail.com		13659 Victory Blvd	#136	Valley Glen	CA	91401
Hannah	Lee	Hannah.Lee@lacity.org	(213) 473-7012	200 N Spring St	#405	Los Angeles	CA	90012
Harvey	Slater	harvey@harveyslater.com	(213) 978-1551	200 N Spring St	#2005	Los Angeles	CA	90012
Heather	Anderson	heather.anderson@lacity.org	(213) 473-7015	200 N Spring St	Room 435	Los Angeles	CA	90012
Heather	Repenning	heather.repenning@lacity.org	(213) 978-0662			Los Angeles	CA	
Thomas	Kneafsey	heather@h-rpr.com	(323) 463-4220	200 N Larchmont Blvd		Los Angeles	CA	90004
Helen	Leung	helen@mas.la	(323) 244-3630					
Holly	Harper	hharper@greenlacoalition.org	(213) 804-6137					
Alan	Holstein	holsta01@gmail.com						
Hrag	Yedalian	hrag.yedlaian@lacity.org	(213) 473-7002					
Hugh	Lee	hugh.lee@lacity.org	(213) 847-0972	1149 S Broadway	4th Floor	Los Angeles	CA	90015
Hyeran	Lee	hyeran@la-bike.org	(213) 629-2142	634 S Spring St	#821	Los Angeles	CA	90014
Karen	Park	kpark@tenadv.com	(213) 629-1010	110 E 9th St	Suite C1145	Los Angeles	CA	90079
Jason	Kim	JKim@BlankRome.com	(424) 239-3831	2029 Century Park E	Suite 600	Los Angeles	CA	90067
John	Kim	info@advanceproj.org	(213) 989-1300	1910 Sunset Blvd	#500	Los Angeles	CA	90026
Miguel	Vargas	info@artsdistrictla.org	(213) 327-0979	627 S Central Ave		Los Angeles	CA	90021
Sara	Bilger	info@centurycitybid.com	(310) 746-1272	2029 Century Park E	Concourse Level	Los Angeles	CA	90067
Marnie	Nemcoff	info@chatsworthchamber.com	(818) 341-2428	10038 Old Depot Plaza Rd		Chatsworth	CA	91311
Jonathan	Parfrey	info@climateresolve.org	(213) 634-3790	525 S Hewitt St		Los Angeles	CA	90013
Estela	Leddy	info@fashiondistrict.org	(213) 488-1153	110 E 9th St	Suite A - 1175	Los Angeles	CA	90079
Steve	Gibson	info@figueroacorridor.org	(213) 746-9577	3982 S Figueroa St	#207	Los Angeles	CA	90037
Seth	Polen	info@historiclincolnheights.com	(323) 223-1234	141 W Ave 34		Los Angeles	CA	90031
Kerry	Morrison	info@hollywoodbid.org	(323) 463-6767	6562 Hollywood Blvd		Los Angeles	CA	90028
Fariba	Kalantari	info@hollywoodchamber.net	(323) 469-8311	6255 Sunset Blvd	Suite 150	Hollywood	CA	90028
		info@kacla.org	(213) 365-5999	3727 W 6th St	Suite 305	Los Angeles	CA	90020
Nadine	Watt	info@labusinesscouncil.org	(310) 226-7460	2029 Century Park E	Suite 1240	Los Angeles	CA	90067
Steven	Nissen	info@lachamber.com	(213) 580-7500	350 S Bixel St		Los Angeles	CA	90017
Wendy	Butts	info@lacorps.org	(213) 362-9000	PO Box 15868		Los Angeles	CA	90015
Omar	Brownson	info@larivercorp.com						
Hilary	Lentini	info@lentinidesign.com	(323) 766-8090	1626 Virginia Rd		Los Angeles	CA	90019
Rudy	Espinoza	info@LURNetwork.org	(323) 604-9765	553 S Clarence St		Los Angeles	CA	90033
Deny	Weintraub	info@melroseavela.com	(310) 417-8048	8929 S Sepulveda Blvd	Suite 130	Los Angeles	CA	90045
		info@nawbola.org	(213) 622-3200	811 W 7th St		Los Angeles	CA	90017
Steve	Gibson	info@nohobid.com	(310) 913-0474	5026 Lankershim Blvd		North Hollywood	CA	91601
Veronica	Padilla-Campos	info@pacoimabeautiful.org	(818) 899-2454	13520 Van Nuys Blvd	Suite 200	Pacoima	CA	91331
Lorena	Parker	info@sanpedrochamber.com	(310) 832-7272	390 W 7th St		San Pedro	CA	90731
Rudy	Ortega	info@tatviam.org	(818) 837-0794	1019 2nd St		San Fernando	CA	91340
Cindy	Montanez	info@treepeople.org	(818) 753-4600	12601 Mulholland Dr		Beverly Hills	CA	90210
Vicki	Nussbaum	info@villageatshermanoaks.com	(818) 326-0273	13907 Ventura Blvd	Suite 104	Sherman Oaks	CA	91423
Brenda	Shockley	info@villagecorridorbid.org	(323) 290-6560	4305 Degnan Blvd	Suite 105	Los Angeles	CA	90008
Donald	Duckworth	info@westchestertowncenter.com	(310) 417-8048	8929 S Sepulveda Blvd	Suite 130	Los Angeles	CA	90045

Roozbeh	Farahanipour	info@westlachamber.org	(310) 473-4763	907 Westwood Blvd	Suite 222	Los Angeles	CA	90024
Mike	Russell	info@wilshirecenter.com	(213) 383-1891	3600 Wilshire Blvd	Suite 1032	Los Angeles	CA	90010
Irma	Garate	irmagaratechnc@gmail.com		6501 Fountain Ave		Hollywood	CA	90028
Issam	Najm	IssamNajm@prnc.org	(818) 217-0279	PO Box 7337		Porter Ranch	CA	91327
Jeff	Mausner	j.mausner@tarzananc.org	(818) 345-1966	19130 Ventura Blvd		Tarzana	CA	91356
Joseph	Seoane	j.seoane@nenc-la.org		18401 Lassen St		Los Angeles	CA	91325
Jackie	Keene	jackie.keene@lacity.org	(818) 755-7676	5240 N Lankershim Blvd		North Hollywood	CA	91601
Jacqui	Swartz	jacqui.swartz@lacity.org	(213) 928-9708	100 S Main St	10th Floor	Los Angeles	CA	90012
James	Alamillo	jalamillo@healthebay.org	(310) 451-1500					
Andre	Van Der Valk	jalidat@aol.com	(818) 464-3585	PO Box 3395		Chatsworth	CA	91313
James	Corless	james.corless@t4america.org	(202) 955-5543	1707 L St NW	#250	Washington	DC	20036
James	Westbrooks	james.westbrooks@lacity.org	(323) 846-2651	4301 S Central Ave		Los Angeles	CA	90011
Jan	Dyer	Jan@mlagreen.com						
Jane	Adrian	jane.adrian@lacity.org	(213)-485-4845					
Jared	Johnson	jared306@gmail.com						
Jarrett	Stoltzfus	jarrett.stoltzfus@gmail.com	(800) 743-3463	100 S Vincent Ave		West Covina	CA	91790
James	Ashjian	jashjian.option@gmail.com		9401 Reseda Blvd	Suite 100	Northridge	CA	91324
Jay	Greenstein	jay.greenstein@lacity.org	(213) 473-7005					
Jay	Kim	jay.kim@lacity.org						
Jay	Park	jaypark56@gmail.com	(213) 738-0137	1225 S Union Ave		Los Angeles	CA	90015
		jba@jba.org	(310) 515-9522	W 190th St	Suite 220	Gardena	CA	90248
Jill	Banks-Barad	jbbarad@roadrunner.com	(818) 503-2399	PO Box 5721		Sherman Oaks	CA	91413
Jenny	Binstock	jbinstock@treepeople.org		12601 Mulholland Dr		Beverly Hills	CA	90210
Jan	Brown	JBJasper@aol.com		14500 Roscoe Blvd	Suite 425	Panorama City	CA	91402
Jerome	Brown	jbrown@wwnc.org		PO Box 24802		Los Angeles	CA	90024
Jeanne	Min	Jeanne.Min@lacity.org	213-473-7013	200 N Spring St	Room 480	Los Angeles	CA	90012
Jeannie	Park	jeannie.park@lacity.org	(213) 485-5109					
Jeff	Jacobberger	jeff.jacobberger@gmail.com	(213) 473-7003	200 N Spring St	Room 415	Los Angeles	CA	90012
Jennie	Chamberlain	jennie.chamberlain@gmail.com						
Jennifer	McDowell	jennifer.p.mcdowell@lacity.org	(615) 351-4819	200 N Spring St	#303	Los Angeles	CA	90012
Jennifer	Pope	jennifer.pope@lacity.org	(213) 978-0521	200 N Spring St	#303	Los Angeles	CA	90012
Jennifer	Charles	jennifer@jcharlesarch.com						
Jesse	Martinez	jessemartinez1202@yahoo.com		PO Box 7604		Mission Hills	CA	91346
Jessica	Yasukochi	jessica@vica.com	(818) 817-0545	16600 Sherman Way	Suite 170	Van Nuys	CA	91406
Jessica	Defaico	jessica@walknrollers.org						
Jessica	Fischbein	jessicafwanc@gmail.com		4712 W Adams Blvd		Los Angeles	CA	90016
Jessica	Roberts	jessicaroberts@altaplanning.com						
Jessie	Holzer	jessie.holzer@lacity.org						
Jay	Handal	jhandal@wlanc.com	(310) 235-2070	1645 Corinth Ave	#201	Los Angeles	CA	90025
John	Hernandez	jhernandez@arletanc.org	(818) 406-6526	9757 Beachy Ave		Arleta	CA	91331
Jim	Dantona	jim.dantona@lacity.org	213-473-7006	200 N Spring St	Suite 470	Los Angeles	CA	90012
Jim	Shanman	jim@walknrollers.org						

Jamie	Korody	jkorody@eclip.com		3727 W 6th St	Suite 300	Los Angeles	CA	90020
John	McGovern	jmcgovern.nhwnc@gmail.com		PO Box 2091		North Hills	CA	91393
Jonathan	Nomachi	jnomachi@advanceproj.org	(213) 989-1300	1910 Sunset Blvd	#500	Los Angeles	CA	90026
Joan	Pelico	joan.pelico@lacity.org	213-473-7005	200 N Spring St	Suite 440	Los Angeles	CA	90012
Joanne	Zhang	joanne.zhang@lacity.org	(213) 847-3117	1149 S Broadway	Suite 700	Los Angeles	CA	90015
Joel	Jacinto	joel.hacinto@lacity.org	(213) 978-0253	1149 S Broadway	Suite 700	Los Angeles	CA	90015
John	Darnell	john.darnell@lacity.org	(323) 866-1828	6380 Wilshire Blvd	Suite 800	Los Angeles	CA	90048
John	Gregory	john.gregory@lacity.org	(213) 473-7011	200 N Spring St	#475	Los Angeles	CA	90012
John	Jones	john.jonesIII@lacity.org	323-568-2083	1513 E 103rd St		Los Angeles	CA	90002
John L.	Reamer Jr.	john.Reamer@lacity.org	(213) 847-2688	1149 S Broadway	Suite 300	Los Angeles	CA	90015
Jonathan	Weiss	jon@expogreenway.org						
Jonathon	Neumann	jonathon.neumann@delreync.org		4100 Del Rey Ave		Marina Del Rey	CA	90292
Jon	Liberman	jonliberman@soronc.org		PO Box 35836		Los Angeles	CA	90035
Joseph	Ontiveros	jontiveros@soboba-nsn.gov		PO Box 487		San Jacinto	CA	92581
Jordan	Beroukhim	jordan.beroukhim@lacity.org	(213) 473-7010	200 N Spring St	#430	Los Angeles	CA	90012
Joseph	Cruz	joseph.cruz@lacity.org	(213) 847-3352	1149 S Broadway	4th Floor	Los Angeles	CA	90015
Joe	Ferrell	joseph.ferrell@silverlakenc.org	(323) 661-7562	2658 Griffith Park Blvd	#377	Los Angeles	CA	90039
Julie	Sauter	julie.sauter@lacity.org	(213) 847-0577	1149 S Broadway	Suite 700	Los Angeles	CA	90015
Justin	Wesson	justin.wesson@lacity.org	(213) 473-7010	200 N Spring St	#430	Los Angeles	CA	90012
John	Walker	jwalker@studiocitync.org	(818) 655-5400	4024 Radford Ave	Editorial Bldg 2, Room 6	Los Angeles	CA	91604
Kaitlin	Scott	kaitlin.scott.intern@lacity.org	(714) 642-7154					
Kari	Huinker	karihuinker@yahoo.com						
Karo	Torossian	karo.torossian@lacity.org	(213) 473-7002	200 N Spring St	#435	Los Angeles	CA	90012
Keith	Mozee	keith.mozee@lacity.org	(213) 847-3333	1149 S Broadway	4th Floor	Los Angeles	CA	90015
Cyndi	Hench	kentwoodnw@aol.com		8726 S Sepulveda Blvd	PMB 191A	Los Angeles	CA	90045
Kevin	Ho	kevin.ho@lacity.org	(213) 485-2032					
Kevin	Minne	kevin.minne@lacity.org	(213) 972-4961					
Kevin	Ocubillo	Kevin.Ocubillo@lacity.org	(213) 473-7014	200 N Spring St	#465	Los Angeles	CA	90012
Khalilha	Haynes	khaynes@climateresolve.org	(213) 634-3790	525 S Hewitt St		Los Angeles	CA	90013
Marianne	Kim	Kim.marianne@aaa-calif.com	(714) 885-2325					
Kim	Porter	kiporter@ph.lacounty.gov	(213) 351-1935	695 S Vermont Ave	South Tower, 14th Floor	Los Angeles	CA	90005
Kirsten	James	kjames@healthebay.org	(310) 451-1500 ext. 162					
Karen	Lawrence	kml37@hotmail.com		8475 S Vermont Ave		Los Angeles	CA	90044
Leonard	Shaffer	l.shaffer@tarzananc.org	(818) 345-1966	19130 Ventura Blvd		Tarzana	CA	91356
Lan	Nguyen	lan.nguyen@lacity.org						
Lance	Oishi	lance.oishi@lacity.org	(213) 847-0872	1149 S Broadway	4th Floor	Los Angeles	CA	90015
Laura	Saltzman	laura.saltzman@mrca.ca.gov	(323) 221-9944 ext. 186					
Laurie	Sale	laurie@palisadesbid.org	(424) 256-5733	PO Box 1792		Pacific Palisades	CA	90272
Linda	Demmers	ldemmers@losfeliznc.org		PO Box 27003		Los Angeles	CA	90027
Katie	Lemmon	lemmonk@metro.net	(213) 922-7441					
Lenise	Marrero	lenise.marrero@lacity.org						
Lily	Zheng	lily.zheng@lacity.org	(213) 847-4974					

Eli	Lipmen	lipmen@me.com				Los Angeles	CA	
Lisa	Hansen	lisa.hansen@lacity.org	213-473-7003	200 N Spring St	Room 415	Los Angeles	CA	90012
Lisa	Kable Blanchard	lisa.kable.blanchard@ernc.la		PO Box 41652		Los Angeles	CA	90041
Liz	Crosson	liz.crosson@lacity.org						
Lora	Davis	ljd2000@hotmail.com	(323) 732-5085	PO Box 78642		Los Angeles	CA	90016
Linda	Caban	linda.caban@highlandparknc.com	(213) 978-1551	200 N Spring St	#2005	Los Angeles	CA	90012
Luis	Mata	luis.mata@lacity.org	(213) 202-2762	202 N Figueroa St	Suite 100	Los Angeles	CA	90012
Lyndsey	Nolan	lyndsey@la-bike.org	(213) 629-2142	634 S Spring St	#821	Los Angeles	CA	90014
Lynnette	Kampe	lynnette.kampe@gmail.com	(323) 221-1782	3727 W 6th St	Suite 300	Los Angeles	CA	90020
Earl	Copper II	mail@bbala.org	(323) 291-9334	PO Box 43159		Los Angeles	CA	90043
Majid	Sadeghi	majid.sadeghi@lacity.org	(213) 485-3982					
Malcolm	Carson	malcolm@chc-inc.org	(323) 295-9372	3731 Stocker St	Suite 201	Los Angeles	CA	90008
Malcolm	Harris	malcolm@trustsouthla.org	(323) 233-4118	4331 S Main St		Los Angeles	CA	90037
Marcel	Porras	marcel.porras@lacity.org	(213) 473-7721	200 N Spring St	Room 303	Los Angeles	CA	90012
Marcos	Sanchez	marcos.sanchez@lacity.org	(818) 778-4999	14410 Sylvan St	#215	Van Nuys	CA	91401
Silva	Madrussian	madrussianS@metro.net						
Margarita	Lopez	margaritzel@yahoo.com		2500 Wilshire Blvd	Suite 816	Los Angeles	CA	90057
Margot	Ocañas	Margot.Ocanas@lacity.org	(213) 928-9707					
Marian	Jocz	marian@unitedchambers.org	(818) 981-4491	5121 Van Nuys Blvd	Suite 203	Sherman Oaks	CA	91403
Marilee	Kuhlman	marilee@urbanwatergroup.com	(310) 266-5022	3727 W 6th St	Suite 300	Los Angeles	CA	90020
Marisa	Alcaraz	marisa.alcaraz@lacity.org	(213) 473-7009	200 N Spring St	#420	Los Angeles	CA	90012
Marisol	Rodriguez	marisol.rodriguez@lacity.org	(213) 207-3015	1722 Sunset Blvd		Los Angeles	CA	90026
Mark	Seigel	mark.seigel@gmail.com	(818) 951-7411	7747 Foothill Blvd	#101	Los Angeles	CA	91042
Estela	Lopez	marketing@downtownla.com	(213) 228-8484	725 S Crocker St		Los Angeles	CA	90021
Maronel	Barajas	Maronel.Barajas@drlcenter.org	(213) 736-1031	350 S Grand Ave	#1520	Los Angeles	CA	90071
Marquita	Thomas	marquita@laglcc.org	(323) 570-4697	8424 Santa Monica Blvd		West Hollywood	CA	90067
Martin	Schlageter	martin.schlageter@lacity.org	(213) 473-7014					
Mary	Rodriguez	mary.rodriguez@lacity.org	(213) 485-3337					
Mary Jo	Walker	maryjo_w@msn.com	(310) 832-6255	3727 W 6th St	Suite 300	Los Angeles	CA	90020
Matt	Hale	matt.hale@lacity.org	(213) 473-7002	200 N Spring St	#435	Los Angeles	CA	90012
Matt	Harrington	matt.harrington@ernc.la		PO Box 41652		Los Angeles	CA	90041
Matthew	Sullivan	matthewdsullivan@yahoo.com						
Eric	Garcetti	mayor.garcetti@lacity.org	(213) 978-0600	200 N Spring St		Los Angeles	CA	90012
Maribel	Carillo	mcarrillo@mhnconline.org	(818) 883-1503	21816 Lanark St		Canoga Park	CA	91304
Megan	Whalen	megan.whalen@lacity.org	(213) 485-4560					
Mehmet	Berker	mehmetikberker@gmail.com						
Melissa	Hernandez	melissa.hernandez@jcdecaux.com	(213) 608-0930	1150 S Olive St		Los Angeles	CA	90015
Melissa	Casey	melissa@chaparral-inc.com						
Michael	Greenwald	mgreenwald@ghnnc.org	(818) 923-5592	11139 Woodley Ave		Granada Hills	CA	91344
Michael	Affeldt	michael.affeldt@lacity.org	(213) 485-5733					
Michael	Bai	michael.bai@lacity.org	(213) 473-7010	200 N Spring St	Room 430	Los Angeles	CA	90012
Michelle	Mowery	michelle.mowery@lacity.org	(213) 972-4962					

Miguel	Luna	miguel@urbansemillas.com					CA	
Miguel	Martinez	miguelmar7inez@gmail.com	(213) 978-1551	200 N Spring St	Suite 2005	Los Angeles	CA	90012
Mike	O'Gara	mike.ogara@svanc.com	(818) 767-8262	9040 Sunland Blvd		Los Angeles	CA	91352
Meredith	McCarthy	mmccarthy@healthebay.org	(310) 451-1500	1444 9th St		Santa Monica	CA	90401
Max	Podemski	mpodemski@pacoimabeautiful.org	(818) 899-2454	13520 Van Nuys Blvd	Suite 200	Pacoima	CA	91331
Moises	Rosales	mr.moisesrosales@gmail.com		8475 S Vermont Ave		Los Angeles	CA	90044
Miranda	Rodriguez	mrodriguez@larivercorp.com						
Marc	Seferian	mseferian@cityofcalabasas.com	(818) 224-1688					
Tamar	Rosenthal	mtwashingtonrep@asnc.us		PO Box 42254		Los Angeles	CA	90042
Mark	Vallianatos	mvalli@oxy.edu	(323) 259-1458	1600 Campus Rd		Los Angeles	CA	90041
Miguel	Vargas	mvargas@la32nc.org		4927 N Huntington Dr	Suite 111	Los Angeles	CA	90032
My	La	my.la@lacity.org	(310) 892-3040					
Mynor	Godoy	mynor.godoy@gmail.com		2130 E 1st St	Suite 110	Los Angeles	CA	90033
Cleo	Ray	mzcleo03@hotmail.com	(310) 915-8073	PO Box 984		Venice	CA	90294
		nahc@pacbell.net	(916) 653-4082	915 Capitol Mal	Room 364	Sacramento	CA	95814
Nat	Gale	nat.gale@lacity.org	(213) 972-8625	100 S Main St	10th Floor	Los Angeles	CA	90012
Natalia	Gaerlan	natalia.gaerlan@tpl.org	(323) 223-0441					
Nate	Baird	nate.baird@lacity.org				San Francisco	CA	
Nathan	Holmes	nathan.holmes@lacity.org						
Nazario	Sauceda	nazario.sauceda@lacity.org	(213) 847-3333	1149 S Broadway	4th Floor	Los Angeles	CA	90015
Tham	Nguyen	nguyentha@metro.net						
Nicholas	Greif	nicholas.greif@lacity.org	(213) 473-7004	200 N Spring St	#425	Los Angeles	CA	90012
Nick	Greif	nick.greif@palmsnc.la	(424) 256-5762	10008 National Blvd	#210	Los Angeles	CA	90034
Nick	Lopez	nick.lopez@lacity.org	(213) 847-2973	1149 S Broadway	4th Floor	Los Angeles	CA	90015
Nicole	Willett	nicole.willett@lacity.org		206 N Figueroa St	Suite 100	Los Angeles	CA	90013
Nicole	Shahenian	nicole@hollywoodchamber.net	(323) 468-1373	7018 Hollywood Blvd		Hollywood	CA	90028
Chris	Sales	nsncprez@gmail.com		9401 Reseda Blvd	Suite 100	Northridge	CA	91324
Olivia	Vasquez	olivia.vasquez@att.net		1311 W 186th St		Torrance	CA	90248
Linda	Candelaria	palmspring9@yahoo.com	(310) 587-2203	1999 Avenue of the Stars	Suite 1100	Los Angeles	CA	90067
Patricia	Berman	patti.berman@dlanc.com		PO Box 13096		Los Angeles	CA	90013
Paul	Backstrom	paul.backstrom@lacity.org	(213) 473-7011	200 N Spring St	#475	Los Angeles	CA	90012
Paul	Racs	paul.racs@lacity.org	(213) 978-0229	200 N Spring St	Room 361	Los Angeles	CA	90012
Paul	Smith	paul.smith@lacity.org	(213) 973-5751	200 N Spring St	Room 255	Los Angeles	CA	90012
Pauline	Chan	pauline.chan@lacity.org	(213) 928-9705					
Pauline	Chow	pauline@saferoutespartnership.org				Los Angeles	CA	
Pepe	Ramon Robles	peperobles410@yahoo.com		8476 S Vermont Ave		Los Angeles	CA	90044
Pat	Hines	PHINESAFETY@aol.com	(818) 786-4614					
Perter	Lassen	plassen839@sbcglobal.net	(323) 221-0793	3727 W 6th St	Suite 300	Los Angeles	CA	90020
Theodore	Thomas	pmhcc90043president@yahoo.com		5349 S Crenshaw Blvd	#105	Los Angeles	CA	90043
Mona	Sutton	president@centralsanpedro.org		1840 S Gaffey St	Box 212	San Pedro	CA	90731
Debra	George	president@encinonc.org		4924 Paso Robles Ave		Encino	CA	91316
Kevin	Davis	president@ftdnc.org	(818) 353-2000	9747 Wheatland Ave		Shadow Hills	CA	91040

Anastasia	Mann	president@hhwnc.org		7095 Hollywood Blvd	Suite 1004	Hollywood	CA	90028
Mary	Garcia	president@midtownnoho.org	(818) 254-9378	5301 Tujunga Ave		Los Angeles	CA	91601
Natalie	Freidberg	president@silverlakechamber.com		2046 Hillhurst Ave	#142	Los Angeles	CA	90027
Laurel	Rosen	president@smchamber.com	(310) 393-9825	1234 6th St	#100	Santa Monica	CA	90401
Peter	Generales	President@TolucaLakeChamber.com	(818) 761-6594	PO Box 2312		Toluca Lake	CA	91610
Mike	Newhouse	President@VeniceNC.org	(310) 421-8627	PO Box 550		Venice	CA	90294
Perias	Pillay	pspillay@yahoo.com	(323) 666-2820					
Purvi	Doshi	purvi.doshi@lacity.org	(213) 473-7008					
Robert	Peppey	r.peppey@yahoo.com						
Rachel	Bennett	rachel.ac.bennet@gmail.com						
Rachel	Brashier	rachel.brashier@lacity.org	(213) 473-7008	200 N Spring St	#450	Los Angeles	CA	90012
Rafael	Villegas	rafael.villegas@ladwp.com	(213) 367-1289					
Raffi	Massabki	raffi.massabki@lacity.org	(213) 485-5310					
Ryan	Allen	rallen@kyccla.org	(213) 743-8750 ext. 5401	1319 W Pico Blvd		Los Angeles	CA	90015
Randal	Henry	randalhenry@communityintelligence.com						
Gloria	Cuevas		(213) 738-2788	3175 W 6th St	Room 401	Los Angeles	CA	90020
Rebecca	Drayse	rebecca.drayse@lacity.org	(310) 926-7801					
Rebecca	Valdez	rebecca.valdez@lacity.org	(213) 473-7007					
Rebecca	Draper	rebecca@lani.org	(213) 627-1822 ext. 16	800 S Figueroa St	#97	Los Angeles	CA	90017
Robin	Greenberg	rgreenberg@babcn.org		PO Box 252007		Los Angeles	CA	90025
Ruben	Guerra	rguerra@lbausa.com	(213) 628-8510	1800 W Beverly Blvd	Suite 201	Montebello	CA	90640
Richard	Pope	richard.pope@lacity.org	(213) 202-2756	203 N Figueroa St	Suite 100	Los Angeles	CA	90012
Richard	Parks	richard@redeemergp.org						
Ryan	Lehman	rlehman20@gmail.com						
Richard	Mayer	rmayer@trollermayer.com		3727 W 6th St	Suite 300	Los Angeles	CA	90020
Rob	Kadota	rob@orl.ucla.edu		PO Box 66871		Mar Vista	CA	90066
Robert	Gutierrez	robert.gutierrez@lacity.org	(213) 847-0881					
Robin	Gilliam	robingilliam@gmail.com		3701 Stocker	#208	Los Angeles	CA	90008
Rocio	Hernandez	rocio.hernandez@lacity.org	(323) 526-9332	2130 E 1st St	Suite 241	Los Angeles	CA	90033
Ron	Lorenzen	ron.lorenzen@lacity.org	(213) 847-3144	1149 S Broadway	4th Floor	Los Angeles	CA	90015
Ron	Rubine	ron.rubine@lacity.org	(818) 882-1212	9207 Oakdale Ave	#200	Chatsworth	CA	91311
Milam	Ron	ron@fundersnetwork.org						
Roy	Cervantes	roy.cervantes@lacity.org	(213) 978-7635	200 N Main St	Suite 1500	Los Angeles	CA	90012
Raymond	Moser	rrm2193@lausd.net	(310) 918-8650	PO Box 325		Los Angeles	CA	90710
Ruth	Seigel	ruth@mlagreen.com		3727 W 6th St	Suite 300	Los Angeles	CA	90020
Ryan	Altoon	ryan.altoon@gtlnc.org		10116 Riverside Dr	Suite 200A	Toluca Lake	CA	91602
Ryan	Thiha	ryan.thiha@lacity.org	(213) 485-3917					
Rye	Baerg	rye@saferoutespartnership.org						
Steve	List	s.list@verizon.net	(818) 399-4273	3727 W 6th St	Suite 300	Los Angeles	CA	90020
Saira	Gandhi	saira.gandhi@lacity.org						
Sam	Dunlap	samdunlap@earthlink.net	(909) 262-9351	PO Box 86908		Los Angeles	CA	90086
Scott	Dellinger	scott.dellinger@delreync.org		4100 Del Rey Ave		Marina Del Rey	CA	90292

Scott	Suh	scottsuh@yahoo.com	(213) 373-4490	PO Box 75328		Los Angeles	CA	90075
Seleta	Reynolds	seleta.reynolds@lacity.org	(213) 972-8480	100 S Main St	10th Floor	Los Angeles	CA	90012
Scott	Epstein	sepstein@midcitywest.org	(323) 651-3512	543 N Fairfax Ave	#106	Los Angeles	CA	90036
Sergio	Samayoa	sergio.samayoa@lacity.org		1149 S Broadway	4th Floor	Los Angeles	CA	90015
Shahram	Kharaghani	shahram.kharaghani@lacity.org						
Shanon	Muir	shanon@la-bike.org						
Shawn	Kuk	Shawn.Kuk@lacity.org	(213) 473-7014	200 N Spring St	#465	Los Angeles	CA	90012
Sheri	Lunn	sherilunn@earthlink.net	(213) 978-1551	200 N Spring St	#2005	Los Angeles	CA	90012
Shirley	Lau	shirley.lau@lacity.org	(213) 847-0894					
Sian	Leong	sian@lani.org	(213) 627-1822 ext. 12					
Siegmund	Shyu	siegmund.shyu@lacity.org	(213) 978-8231	200 N Main St	#800	Los Angeles	CA	90012
Simon	Pastucha	Simon.Pastucha@lacity.org	(213) 978-1475					
Stephanie	Campbell	smcampbell7@hotmail.com		120 W Florence Ave		Los Angeles	CA	90003
Lee	Clauss	SMConsultation@sanmanuel-nsn.gov	(909) 864-8933	26569 Community Center Dr		Highland	CA	92346
Steven	Meeks	smeeks.wanc@gmail.com		4712 W Adams Blvd		Los Angeles	CA	90016
Janna	Smith	smithjan@metro.net	(213) 922-4008					
Samuel	Spencer	sns3000@gmail.com					CA	91711
Wolfram	Doelker	socal@gaba-network.org	(949)266-5829	1048 Irvine Ave	#418	Newport Beach	CA	92660
		social@littleethio.com	(323) 935-5749	1039 S Fairfax Ave		Los Angeles	CA	90019
Stephanie	Ramirez	sramirez@aarp.org	(626) 585-2604	200 S Los Robles Ave	Suite 400	Pasadena	CA	91101
Scott	Silverstein	ssilverstein@lee-re.com	(818) 639-9444	20929 Ventura Blvd	Suite 47-535	Woodland Hills	CA	91357
Susan	Swan	sswanla@gmail.com		PO Box 3272		Los Angeles	CA	90078
Star	Parsamyan	star.parsamyan@lacity.org						
Stefanie	Perez	stefanie.perez@lacity.org	(213) 485-2034					
Stephen	Simon	stephen.simon@lacity.org	(213) 202-2764	201 N Figueroa St	#100	Los Angeles	CA	90012
Stephen	Sper	stephen@waterla.org						
Stephen Lee	Davis	steve.davis@t4america.org	(202) 971-3902	1707 L St NW	#250	Washington	DC	20036
Steven	Chen	Steven.Chen@lacity.org	(213) 485-4516					
Julie	Stromberg	stromberg.julie@yahoo.com	(323) 348-8709	3727 W 6th St	Suite 300	Los Angeles	CA	90020
Sue	hammarlund	sue.hammarlund@redcross.org	(818) 217-0279	PO Box 7337		Porter Ranch	CA	91327
Susan	Shu	susan.shu@lacity.org	(213) 485-4493					
Sylvia	Lacy	sylvia.lacy@lacity.org	(323) 733-8233	1819 S Western Ave		Los Angeles	CA	90006
Tad	Yenawine	tadepnc@gmail.com		PO Box 26557		Los Angeles	CA	90026
Tafari	Bayne	tafari@trustsouthla.org						
Tamika	Butler	tamika@la-bike.org	(213) 629-2142	634 S Spring St	#821	Los Angeles	CA	90014
John T.	Rosas	tattnlaw@gmail.com	(310) 570-6567					
Ted	Allen	ted.allen@lacity.org	(213) 485-4915	1149 S Broadway	Suite 700	Los Angeles	CA	90015
Ted	Bardacke	ted.bardacke@lacity.org	(213) 978-0777	200 N Spring St	#303	Los Angeles	CA	90012
Ted	Jordan	ted.jordan@lacity.org	(213) 978-0251	200 N Main St	#800	Los Angeles	CA	90012
Tereza	Yerimyan	terezay@easthollywood.net	(323) 639-3462	PO Box 292359		Los Angeles	CA	90029
Tom	Ford	tford@santamonicabay.org	(310) 216-9824					
Kimia	Fatehi	thcp@tataviyam-nsn.us	(818) 837-0794	1019 Second St		San Fernando	CA	91340

Damien	Newton	thedaymen@gmail.com	(323) 774-8828			Los Angeles	CA	
Theresa	Rossoff	theresa@northeasttrees.org	(323) 441-8534 ext. 27					
Alan	Thompson	thompson@scag.ca.gov	(213) 236-1940			Southern	CA	
Timothy	Tyson	timothy.tyson@lacity.org	(213) 847-3077	1149 S Broadway	4th Floor	Los Angeles	CA	90015
Tj	Knight	tj.knight@lacity.org						
Thomas	Johnson	tjohnson@northridgewest.org		18543 Devonshire St	#437	Northridge	CA	91324
Tim	O'Connor	toconnor@edf.org		3727 W 6th St	Suite 300	Los Angeles	CA	90020
Alice	Tolar	tolara@metro.net						
Tom	Gibson	tom.gibson@lacity.org	(213) 202-2666					
Tomas	Carranza	tomas.carranza@lacity.org	(213) 972-8476	100 S Main St	10th Floor	Los Angeles	CA	90012
Torin	Torin	torin@atwatervillage.org		3373 Glendale Blvd	#105	Los Angeles	CA	90039
David	Travis	travisnela@gmail.com		1150 Cypress Ave		Los Angeles	CA	90065
Valerie	Watson	valerie.watson@lacity.org	(213) 928-9706				CA	
Vanessa	De La Rosa	vdelarosa@ypiusa.org						
Elvira	Del Pozo	vera.delpozo@yahoo.com	(323) 526-9307	2130 E 1st St	Suite 110	Los Angeles	CA	90033
Veronica	Hahni	veronica@lani.org	(213) 627-1822 ext. 11	800 S Figueroa St	#97	Los Angeles	CA	90017
Viviano	Montes	vivianom@yahoo.com		14500 Roscoe Blvd	Suite 425	Panorama City	CA	91402
Wayne	Adelstein	wayne@northridgechamber.org	(818) 349-5676	18860 Nordhoff St	#203	Northridge	CA	91324
Wendy	Ramallo	wendy@watershedhealth.org	(213) 229-9960					
Wesley	Tanijiri	wesley.tanijiri@lacity.org	(213) 928-9708					
Wesley	Hernandez	wesly.hernandez@lacity.org	(213) 473-7007	822 S Robertson Blvd		Los Angeles	CA	90035
Will	Wright	will@aialosangeles.org	(213) 639-0777	3780 Wilshire Blvd	Suite 800	Los Angeles	CA	90010
Wing	Tam	wing.tam@lacity.org	(213) 485-3985					
Yvette	Lopez	ylopez@pacoimabeautiful.org				Pacoima	CA	
Zach	Behrens	zach.behrens@gmail.com						
Zenay	Loera	zenay.loera@lacity.org	(323) 226-1646	4927 E Huntington Dr N	Suite 100	Los Angeles	CA	90032
George	Torres	zkncpresident@gmail.com	(323) 515-9562	4607 S Main St		Los Angeles	CA	90037
			(213) 989-7700	1135 W 6th St		Los Angeles	CA	90017
			(323) 221-0779	4970 Huntington Dr S		Los Angeles	CA	90032
			(323) 264-6210	435 S Boyle Ave		Los Angeles	CA	90033
George	Yu		(213) 680-0243	727 N Broadway	Suite 208	Los Angeles	CA	90012
Misty	Iwatsu		(323) 255-5030	5651 Fallston St		Los Angeles	CA	90042
Misty	Iwatsu		(323) 359-3944	5651 Fallston St		Los Angeles	CA	90042
Marcie	Polier Swartz		(310) 922-8080	149 S Barrington Ave	#640	Los Angeles	CA	90049
Laurie	Hughes		(310) 216-7328	6151 W Century Blvd	Suite 121	Los Angeles	CA	90045
Rana	Ghadban		(818) 341-2428	10038 Old Depot Plaza Rd		Chatsworth	CA	91311
Joe	Mariani		(323) 463-6767	6562 Hollywood Blvd		Los Angeles	CA	90028
Suzanne	Holley		(213) 624-7538	626 Wilshire Blvd	Suite 200	Los Angeles	CA	90017
Blair	Besten		(213) 488-1901	209 W 5th St		Los Angeles	CA	90013
Ellen	Endo		(213) 880-6875	106 Judge John Aiso St	#132	Los Angeles	CA	90012
			(213) 627-1822 ext. 15	800 S Figueroa St	Suite 970	Los Angeles	CA	90017
Stef	Dietrich		(213) 236-2343	333 S Hope St	18th Floor	Los Angeles	CA	90071

Dan	Hoffman		(310) 834-8586	544 N Avalon Blvd	Suite 104	Wilmington	CA	90744
John	Walker		(818) 655-5377	4024 Radford Ave	Bldg 2 Room 4	Studio City	CA	91604
Mary	Paterson		(818) 346-7480	7108 Remmet Ave		Canoga Park	CA	91303
Kathy	Delle Donne		(818) 921-7002	18653 Ventura Blvd	Suite 323	Tarzana	CA	91356
Chris	Serrano		(323) 210-2405	PO Box 29840		Los Angeles	CA	90029
Lisa	Schechter		(323) 860-0025	1040 N Las Palmas Ave		Los Angeles	CA	90038
			(213) 739-8200	525 S Virgil Ave		Los Angeles	CA	90020
Mo	Blorfroshan		(213) 575-8138	1828 Sawtelle Blvd	#108	Los Angeles	CA	90025
John	Rodriguez		(213) 202-2774	204 N Figueroa St	Suite 100	Los Angeles	CA	90012
Ken	Firoozmand		(818) 774-4306	19040 Vanowen St		Reseda	CA	91335
Jeannie	Shen		(323) 957-6843	6501 Fountain Ave		Los Angeles	CA	90028
Brian	Gallagher		(818) 374-4688	6262 Van Nuys Blvd	Suite 320	Van Nuys	CA	91401
			(323) 258-1730	840 N Ave 66		Los Angeles	CA	90042
			(310) 833-3326	931 S Gaffey St		San Pedro	CA	90731
			(818) 781-1400	13000 Oxnard St		Van Nuys	CA	91401
			(213) 485-1422	327 E 2nd St	#226	Los Angeles	CA	90012
Fernando	Montes-Rodriguez		(213) 485-7616	8475 S Vermont Ave		Los Angeles	CA	90044
David	Graham-Caso	David.Grahamcaso@lacity.org	213-473-7011	200 N Spring St	Room 475	Los Angeles	CA	90012
Tricia	Keane		(213) 473-7011	200 N Spring St	#475	Los Angeles	CA	90012
Matt	Peterson		(213) 922-9778	200 N Spring St	Room 303	Los Angeles	CA	90012
Andrew	Pennington		(818) 774-4330	19040 Vanowen St		Reseda	CA	91335
Julia	Duncan		(213) 473-7004	200 N Spring St	#425	Los Angeles	CA	90012
Lynell	Washington		(213) 473-7008	200 N Spring St	#450	Los Angeles	CA	90012
Robert	Katherman		(213) 473-7009	200 N Spring St	#420	Los Angeles	CA	90012
Borja	Leon		(213) 473-9771	200 N Spring St	#303	Los Angeles	CA	90012
Dan	Rodman		(213) 978-2751	200 N Spring St	#303	Los Angeles	CA	90012
Jessie	Holzer		(213) 473-7011	200 N Spring St	#475	Los Angeles	CA	90012
Frank	Wen		(213) 236-1854	818 W 7th St	12th Floor	Los Angeles	CA	90017
Sarah J.	Jepson		(213) 236-1955	818 W 7th St	12th Floor	Los Angeles	CA	90017
Dean	Matsubayashi		(213) 473-3030	231 E 3rd St	Suite G-106	Los Angeles	CA	90013
Candis	Watson Bowles		(213) 213-8000	350 S Bixel St	Suite 290	Los Angeles	CA	90017
David H.	Wright			PO Box 51111		Los Angeles	CA	90051
			(626) 282-1414	2129 W Rosencrans Ave		Gardena	CA	90249
			(323) 890-9600	401 N Garfield Ave		Montebello	CA	90640
Carl	Lurvey							
Brigham	Yen							
			(916) 373-3710	1550 Harbor Blvd	Room 100	West Sacramento	CA	95691
John	Valenzuela			PO Box 221838		Newhall	CA	91322
Sandonne	Goad			106 Judge John Aiso St	#231	Los Angeles	CA	90012
Michael	Mirelez			PO Box 1160		Thermal	CA	92274
Kren	Malone		(213) 228-7000	630 W 5th St		Los Angeles	CA	90071
Langdon	Faust		(323) 292-4328	2700 W 52nd St		Los Angeles	CA	90043

Dora	Suarez	(323) 255-0537	6145 N Figueroa St	Los Angeles	CA	90042
Frances	Jaffe	(323) 759-4817	120 W Florence Ave	Los Angeles	CA	90003
Stella	Nehapetian	(323) 664-1353	3379 Glendale Blvd	Los Angeles	CA	90039
Sada	Mozer	(323) 733-1196	2906 S La Brea Ave	Los Angeles	CA	90016
Connie	Topete	(323) 263-6901	2200 E 1st St	Los Angeles	CA	90033
Henry	Gambill	(310) 575-8273	11820 San Vincente Blvd	Los Angeles	CA	90049
Hillary	St. George	(323) 664-6418	4591 Santa Monica Blvd	Los Angeles	CA	90029
Holly	Rutan	(818) 887-0320	20939 Sherman Way	Canoga Park	CA	91303
Janet	Metzler	(818) 341-4276	21052 Devonshire St	Chatsworth	CA	91311
Shan	Liang	(213) 620-0925	639 N Hill St	Los Angeles	CA	90012
Patrick	Xavier	(323) 224-0039	1150 Cypress Ave	Los Angeles	CA	90065
John	Frank	(323) 876-2741	7140 W Sunset Blvd	Los Angeles	CA	90046
Sonja	Hannah	(323) 258-8078	5027 Caspar Ave	Los Angeles	CA	90041
Victoria	Sikora	(213) 250-7808	1410 W Temple St	Los Angeles	CA	90026
Niels	Bartels	(213) 207-3000	2011 W Sunset Blvd	Los Angeles	CA	90026
Eugene	Estrada	(323) 225-9201	5226 S Huntington Dr	Los Angeles	CA	90032
		(818) 343-1983	18231 Ventura Blvd	Tarzana	CA	91356
JoAnn	Morgan	(323) 290-3113	3900 S Western Ave	Los Angeles	CA	90062
Roy B.	Stone	(323) 936-6191	161 S Gardner St	Los Angeles	CA	90036
Cathie	Ehle	(213) 384-7676	2820 W 6th St	Los Angeles	CA	90057
Pamela	Rhodes	(818) 368-5687	10640 Petit Ave	Granada Hills	CA	91344
John	Pham	(310) 534-9520	24000 S Western	Harbor City	CA	90710
Barbara	Metzenbaum	(323) 856-8260	1623 N Ivar Ave	Los Angeles	CA	90028
Justin	Sugiyama	(323) 750-7241	2205 W Florence Ave	Los Angeles	CA	90043
Karla	Valdez	(323) 734-8573	2211 W Jefferson Blvd	Los Angeles	CA	90018
Annie	Cipolla	(323) 962-3521	6121 Melrose Ave	Los Angeles	CA	90038
Jennifer	Ishimoto	(323) 789-4800	1005 W 64th St	Los Angeles	CA	90044
Alberto	Alvarez	(323) 234-1685	4607 S Main St	Los Angeles	CA	90037
Connie	Dosch	(818) 890-7404	12002 Osborne St	Lake View Terrace	CA	91342
Steven	Cheng	(323) 226-1692	2530 Workman St	Los Angeles	CA	90031
James	Sherod	(213) 612-0525	203 S Los Angeles St	Los Angeles	CA	90012
Pearl	Yonezawa	(323) 913-4710	1874 Hillhurst Ave	Los Angeles	CA	90027
Yan	Wen	(323) 263-1497	2801 Wabash Ave	Los Angeles	CA	90033
Carole	Kealoha	(310) 390-3454	12006 Venice Blvd	Los Angeles	CA	90066
Senele	Rios	(323) 755-4088	9621 S Figueroa St	Los Angeles	CA	90003
Jonathan	Pitre	(323) 938-2732	4625 W Olympic Blvd	Los Angeles	CA	90019
Victoria	Magaw	(818) 895-3650	16244 Nordhoff St	North Hills	CA	91343
Ann	Bowman	(818) 766-7185	5211 Tujunga Ave	North Hollywood	CA	91601
Roman	Antonio	(818) 886-3640	9051 Darby Ave	Northridge	CA	91325
Laura	Contin	(818) 899-5203	13605 Van Nuys Blvd	Pacoima	CA	91331
Mary	Hopf	(310) 459-2754	861 Alma Real Dr	Pacific Palisades	CA	90272
Maggie L.	Johnson	(310) 840-2142	2920 Overland Ave	Los Angeles	CA	90064

Teri	Markson	(818) 894-4071	14345 Roscoe Blvd		Panorama City	CA	91402
Kathleen	Ellison	(213) 368-7545	1030 S Alvarado St		Los Angeles	CA	90006
Beth	Feinberg	(213) 368-7647	694 S Oxford Ave		Los Angeles	CA	90005
David	Hagopian	(818) 340-9386	23600 Victory Blvd		Woodland Hills	CA	91367
Joseph	Atkinson	(310) 437-6680	6400 Playa Vista Dr		Los Angeles	CA	90094
Shayera	Tangri	(818) 360-5706	11371 Tampa Ave		Porter Ranch	CA	91326
Lupita	Leyva	(323) 268-4710	803 Spence St		Los Angeles	CA	90023
Laura	Barnes	(310) 840-2147	1719 S Robertson Blvd		Los Angeles	CA	90035
David	Ellis	(310) 548-7779	931 S Gaffey St		San Pedro	CA	90731
Arthur	Pond	(818) 205-9716	14245 Moorpark St		Sherman Oaks	CA	91423
Lisa	Palombi	(323) 913-7451	2411 Glendale Blvd		Los Angeles	CA	90039
Florence L.	Jacinto	(818) 755-7873	12511 Moorpark St		Studio City	CA	91604
Guadalupe	Canales	(818) 764-1338	7935 Vineland Ave		Sun Valley	CA	91352
Ardem	Tajerian	(818) 352-4481	7771 Foothill Blvd		Tujunga	CA	91042
Chukwuji	Onianwa	(818) 367-6192	14561 Polk St		Sylmar	CA	91342
Patricia	Rostomian	(818) 765-9251	12311 Vanowen St		North Hollywood	CA	91605
Chris	Barreiro	(818) 7546-8453	6250 Sylmar Ave		Van Nuys	CA	91401
Rachel	Bindman	(310) 821-1769	501 S Venice Blvd		Venice	CA	90291
Martha	Sherod	(323) 290-7405	1201 W 48th St		Los Angeles	CA	90037
Daisy	Pulido	(323) 234-9106	4505 S Central Ave		Los Angeles	CA	90011
Marcie	Jones	(323) 734-6303	4117 W Washington Blvd		Los Angeles	CA	90018
Patricia	Tarango	(323) 789-2850	10205 Compton Ave		Los Angeles	CA	90002
Celia	Avila	(310) 575-8323	11360 Santa Monica Blvd		Los Angeles	CA	90025
Kevin	Hasely	(818) 345-9806	19036 Vanowen St		Reseda	CA	91335
Claudia	Martinez	(310) 348-1096	7114 W Manchester Ave		Los Angeles	CA	90045
Shahla	Chamanara	(310) 474-1739	1246 Glendon Ave		Los Angeles	CA	90024
Denise	Nossett	(310) 834-1082	1300 N Avalon Blvd		Wilmington	CA	90744
Jennifer	Noble	(323) 957-4550	149 N Saint Andrews Pl		Los Angeles	CA	90004
Jane	Dobija	(818) 226-0017	22200 Ventura Blvd		Woodland Hills	CA	91354
		(818) 897-1187	12550 Van Nuys Blvd	Bldg D	Pacoima	CA	91331
Lyneel	Washington	lyneel.washington@lacity.org					
Jana	Helms	janawhelms@gmail.com	200 S Los Angeles St		611 La	CA	90012
Andy	Pasillas	andrew@saferoutespartnership.com	217 Pearl St	Unit A	Redondo Beach	CA	90277
Jessica	Meaney	jessica@investinginplace.org	1442 Echo Park Ave		Los Angeles	CA	90026
Liam	Donahurt	liam.donahurt@gmail.com			Westford	MA	1886
Savy	Kep	saav27@gmail.com	11 Talvot		Saugus	MA	10916
Emilia	Crotty	emilia@losangeleswalks.org	830 Traction Ave	#3	Los Angeles	CA	90013
Adrian	Susuzki	aysuzuki1020.as@gmail.com	2429 Michigan Ave		Los Angeles	CA	90033
Martin	Rosales	1@gmail.com	8117 Stansbury Ave		Panorama City	CA	91402
Matt	Shichtman	infrastructurechair@hhwnc.org					
Garry	Fordyce	gfordyce.nhwnc@gmail.com	15833 Londelius St		North Hills	CA	91343-4839
Barry	Johnson	bjohnson4166@sbcglobal.net					

Max	Podemski	max.podemski@gmail.com						
Joseph	Barmettler	jbarmettler@greatervalleyglencouncil.org						
Mayra	Soto	msoto@pacoimabeautiful.org						
Maria	Saavedra	a@gmail.com						
Sofia	Ramirez	3@gmail.com		10694 El Dorado Ave	Apt 5	Pacoima	CA	91331
Fidel	Vasquez	vasquezfidel91@gmail.com						
Uriel	Tobar	45@gmail.com		13281 Kelowna St		Arleta	CA	91331
Lorena	Bernal	lorena.bernal@lacity.org	818-771-0236	9300 Laurel Canyon Blvd	2nd Floor	Sun Valley	CA	91331
Martha	Cortez	martha.cortez.pcnc@gmail.com						
Joanne	D'Antonio	Jdantonio@greatervalleyglencouncil.org						
Estela	Romo	b@gmail.com						
Melanie	Winter	12453@gmail.com						
Emily	Petito	epetito@aol.com						
Jose	Mendez	abc@gmail.com						
Don	Tran	don.tran@cnb.com		555 S Flower St		Los Angeles	CA	90071
Robert	Emery	rbe8194@gmail.com		16835 San Fernando Msn		Granda Hills	CA	91344
Arthur	Del Rosario	w2r2r@yahoo.com		2551 Coolidge Ave			CA	90064
Lilia	Barcenas	juan.barcenas@yahoo.com						
Ruby	Hanan	r.hanan@sbcglobal.net						
Isabelle	Duvivier	isabelle@idaarchitect.com		350 Westminster Ave		Venice	CA	90291
Chuy	Orozco	Chuy.Orozco@lacity.org	310-568-8772	7166 W Manchester Ave		Los Angeles	CA	90045
Mark	Fletcher	markf17@gmail.com						
Patrick	Costello	PCGC2@aol.com						
Bridget	Hirsch	bridget.byrnes.hirsch@ernc.la						
John	Acevedo	ahomesweethome@att.net						
Jesse	Saucedo	jesse.saucedo@ernc.la						
Sonnie	Martinez	sonnie.martinez@lacity.org						
Herman D	Debose	hdebose@aol.com						
Tori	Bailey	torijusticebailey@gmail.com						
Geoff	Bowen	geoffabowen@gmail.com						
Ethan	Polk	erp-la@msn.com						
Denise	Jackson	toprealtordenise@aol.com						
Jeff	Camp	jeff.camp@lacity.org	323-733-8233	1819 S Western Ave		Los Angeles	CA	90006
Ophelia	Daniel	opheliadaniel33@yahoo.com						
Marius	Stelly	marius.stelly@unnc.org						
Lizy	Moromisato	lizy.moromisato@gmail.com						
Jenny	Chavez	Jenny.Chavez@lacity.org	213-473-7015	200 N Spring St	Room 410	Los Angeles	CA	90012
Amy	Gebert	Amy.Gebert@lacity.org	213-473-7015	200 N Spring St	Room 410	Los Angeles	CA	90012
Ryan	Ferguson	Ryan.Ferguson@lacity.org	310-732-4515	638 S Beacon St	Room 552	San Pedro	CA	90731
Paul	Habib	Paul.Habib@lacity.org	213-473-7014	200 N Spring St	Room 465	Los Angeles	CA	90012
Isaiah	Calvin	Isaiah.Calvin@lacity.org	213-473-7014	200 N Spring St	Room 465	Los Angeles	CA	90012
Susan	Lopez	Susan.Lopez@lacity.org	323-226-1646		Suite 100	Los Angeles	CA	90032

Julio	Torres	Julio.Torres@lacity.org	323-226-1646	4927 E Huntington Dr N	Suite 100	Los Angeles	CA	90032
Miriam	Rodriguez	Miriam.Rodriguez@lacity.org	323-526-9332	2130 E 1st St	Suite 241	Los Angeles	CA	90033
Sean	Starkey	Sean.Starkey@lacity.org	323-254-5295	2035 Colorado Blvd		Los Angeles	CA	90041
Tony	Arranaga	Tony.Arranaga@lacity.org	213-473-7013	200 N Spring St	Room 480	Los Angeles	CA	90012
Angelo	Yenko	Angelo.Yenko@lacity.org	213-207-3015	1722 Sunset Blvd		Los Angeles	CA	90026
Nicole	Bernson	Nicole.Bernson@lacity.org	213-473-7012	200 N Spring St	Room 405	Los Angeles	CA	90012
Lucy	Aparicio	Lucy.Aparicio@lacity.org	323-254-5295	2035 Colorado Blvd		Los Angeles	CA	90041
Bree	Breckenridge	Bree.Breckenridge@lacity.org	818-882-1212	9207 Oakdale Ave	Suite 200	Chatsworth	CA	91311
Matthew	Vallecilla	Matthew.Vallecilla@lacity.org	818-882-1212	9207 Oakdale Ave	Suite 200	Chatsworth	CA	91311
Erich	King	Erich.King@lacity.org	818-882-1212	9207 Oakdale Ave	Suite 200	Chatsworth	CA	91311
Jonathan	Coto	Jonathan.Coto@lacity.org	818-882-1212	9207 Oakdale Ave	Suite 200	Chatsworth	CA	91311
Chad	Molnar	Chad.Molnar@lacity.org	213-473-7011	200 N Spring St	Room 475	Los Angeles	CA	90012
Anna	Kozma	Anna.Kozma@lacity.org	310-568-8772	7166 W Manchester Ave		Los Angeles	CA	90045
Taylor	Bazley	Taylor.Bazley@lacity.org	310-575-8461	1645 Corinth Ave	Suite 201	Los Angeles	CA	90025
Len	Nguyen	Len.Nguyen@lacity.org	310-575-8461	1645 Corinth Ave	Suite 201	Los Angeles	CA	90025
Lisa	Cahill	Lisa.Cahill@lacity.org	310-575-8461	1645 Corinth Ave	Suite 201	Los Angeles	CA	90025
Deron	Williams	Deron.Williams@lacity.org	213-473-7010	200 N Spring St	Room 430	Los Angeles	CA	90012
Caolinn	Mejza	Caolinn.Mejza@lacity.org	213-473-7010	200 N Spring St	Room 430	Los Angeles	CA	90012
Jamie	Hwang	Jamie.Hwang@lacity.org	323-733-8233	1819 S Western Ave		Los Angeles	CA	90006
Cairo	Rodriguez	Cairo.Rodriguez@lacity.org	323-733-8233	1819 S Western Ave		Los Angeles	CA	90006
Albert	Lord	Albert.Lord@lacity.org	323-733-8233	1819 S Western Ave		Los Angeles	CA	90006
Billie	Green	Billie.J.Green@lacity.org	323-733-8233	1819 S Western Ave		Los Angeles	CA	90006
Vincent	Burditt	Vincent.Burditt@lacity.org	323-733-8233	1819 S Western Ave		Los Angeles	CA	90006
Elizabeth	Carlin	Elizabeth.Carlin@lacity.org	323-733-8233	1819 S Western Ave		Los Angeles	CA	90006
Angie	Reyes English	Angie.English@lacity.org	323-846-2651	4301 S Central Ave		Los Angeles	CA	90011
Angelina D.	Valencia	Angelina.Valencia@lacity.org	213-473-7009	200 N Spring St	Room 420	Los Angeles	CA	90012
Jose	Ugarte	Jose.Ugarte@lacity.org	323-846-2651	4301 S Central Ave		Los Angeles	CA	90011
Herb	Wesson	Herb.Wesson.iii@lacity.org	323-846-2651	4301 S Central Ave		Los Angeles	CA	90011
Nora	Gutierrez	Nora.Gutierrez@lacity.org	323-846-2651	4301 S Central Ave		Los Angeles	CA	90011
Loma	White	Loma.White@lacity.org	323-846-2651	4301 S Central Ave		Los Angeles	CA	90011
Solomon	Rivera	Solomon.Rivera@lacity.org	213-473-7008	200 N Spring St	Room 450	Los Angeles	CA	90012
Brittney	Johnson	Brittney.Johnson@lacity.org	323-846-2651	4301 S Central Ave		Los Angeles	CA	90011
Ashley	Thomas	Ashley.Thomas@lacity.org	213-473-7008	200 N Spring St	Room 450	Los Angeles	CA	90012
Elizabeth	Jimenez	Elizabeth.Jimenez@lacity.org	818-771-0236	9300 Laurel Canyon Blvd	2nd Floor	Sun Valley	CA	91331
Adam G.	Bass	Adam.Bass@lacity.org	213-473-7006	200 N Spring St	Suite 470	Los Angeles	CA	90012
Caesar	Huerta	Caesar.F.Huerta@lacity.org	818-771-0236	9300 Laurel Canyon Blvd	2nd Floor	Sun Valley	CA	91331
Lynda	Levitan	Lynda.Levitan@lacity.org	818-778-4999	14410 Sylvan St	Suite 215	Van Nuys	CA	91401
Lauren	Padick	Lauren.Padick@lacity.org	818-778-4999	14410 Sylvan St	Suite 215	Van Nuys	CA	91401
Ovanes	Chobanian	Ovanes.Chobanian@lacity.org	818-778-4999	14410 Sylvan St	Suite 215	Van Nuys	CA	91401
Alison	Simard	Alison.Simard@lacity.org	213-473-7005	200 N Spring St	Suite 440	Los Angeles	CA	90012
Gurmet K.	Khara	Gurmet.Khara@lacity.org	818-971-3088	15760 Ventura Blvd	Suite 600	Encino	CA	91436
Jasmine	Shamolian	Jasmine.Shamolian@lacity.org	323-866-1828	6380 Wilshire Blvd	Suite 800	Los Angeles	CA	90048

Jack	Sripoona	Jack.Sripoona@lacity.org	323-866-1828	6380 Wilshire Blvd	Suite 800	Los Angeles	CA	90048
Sarah	Dusseault	Sarah.Dusseault@lacity.org	213-473-7004	200 N Spring St	Room 425	Los Angeles	CA	90012
Estevan Jose	Montemayor	Estevan.Montemayor@lacity.org	213-473-7004	200 N Spring St	Room 425	Los Angeles	CA	90012
Adam	Miller	Adam.Miller@lacity.org	323-957-6415	6501 Fountain Ave		Los Angeles	CA	90028
Shannon	Prior	Shannon.Prior@lacity.org	323-957-6415	6501 Fountain Ave		Los Angeles	CA	90028
Catherine	Landers	Catherine.Landers@lacity.org	323-957-6415	6501 Fountain Ave		Los Angeles	CA	90028
Nikki	Ezhari	Nikki.Ezhari@lacity.org	323-957-6335					
Alice	Roth	Alice.Roth@lacity.org	818-728-9924	13907 Ventura Blvd	Suite 104	Sherman Oaks	CA	91423
Jake	Flynn	Jake.Flynn@lacity.org	213-473-7003	200 N Spring St	Room 415	Los Angeles	CA	90012
Lyn	Shaw	Lyn.Shaw@lacity.org	818-774-4330	19040 Vanowen St		Reseda	CA	91335
Tim	Glick	Tim.Glick@lacity.org	818-774-4330	19040 Vanowen St		Reseda	CA	91335
Areen	Ibranossian	Areen.Ibranossian@lacity.org	213-473-7002	200 N Spring St	Room 435	Los Angeles	CA	90012
Mehrin	Rahman	Mehrin.Rahman@lacity.org	213-473-7002	200 N Spring St	Room 435	Los Angeles	CA	90012
Jessica	Fugate	Jessica.Fugate@lacity.org	818-755-7676	5240 N Lankershim Blvd	Suite 200	North Hollywood	CA	91601
Sahag	Yedalian	Sahag.Yedalian@lacity.org	818-755-7676	5240 N Lankershim Blvd	Suite 200	North Hollywood	CA	91601
Lorraine	Diaz	Lorraine.Diaz@lacity.org	818-755-7676	5240 N Lankershim Blvd	Suite 200	North Hollywood	CA	91601
Jay	Cortez	Jay.Cortez@lacity.org	213-473-7001	200 N Spring St	Room 460	Los Angeles	CA	90012
Mel	Ilomin	Mel.Ilomin@lacity.org	323-341-5671	3750 Verdugo Rd		Los Angeles	CA	90065
Ricardo	Flores	Ricardo.x.Flores@lacity.org	323-550-1538	5577 N Figueroa St		Los Angeles	CA	90042
Hugo	Ortiz	Hugo.Ortiz@lacity.org	323-550-1538	5577 N Figueroa St		Los Angeles	CA	90042
Luis	Gonzalez	Luis.E.Gonzalez@lacity.org	323-550-1538	5577 N Figueroa St		Los Angeles	CA	90042
Sylvia	Robledo	Sylvia.Robledo@lacity.org	323-550-1538	5577 N Figueroa St		Los Angeles	CA	90042
Mary	Rodriguez	Mary.D.Rodriguez@lacity.org	213-207-3015	1722 Sunset Blvd		Los Angeles	CA	90026
Aksel	Palacios	Aksel.Palacios@lacity.org	323-568-2083	1513 E 103rd St		Los Angeles	CA	90002
Juan	Fregoso	Juan.Fregoso@lacity.org	213-207-3015	1722 Sunset Blvd		Los Angeles	CA	90026
Millie	Jones	Millie.Jones@lacity.org	818-882-1212	9207 Oakdale Ave	Suite 200	Chatsworth	CA	91311
Jessie	Strobel	Jessica.Strobel@lacity.org	818-882-1212	9207 Oakdale Ave	Suite 200	Chatsworth	CA	91311
Colin	Crews	Colin.Crews@lacity.org	818-882-1212	9207 Oakdale Ave	Suite 200	Chatsworth	CA	91311
Mike	Castillo	Mike.Castillo@lacity.org	323-846-2651	4301 S Central Ave		Los Angeles	CA	90011
Robert	Oliver	Robert.Oliver@lacity.org	323-866-1828	6380 Wilshire Blvd	Suite 800	Los Angeles	CA	90048
Joseph	Galloway	Joseph.Galloway@lacity.org	323-866-1828	6380 Wilshire Blvd	Suite 800	Los Angeles	CA	90048
Riccarda	Watkins	riccardaw@yahoo.com						
Birgitta	Croil	generalrepl@mincla.org						
Ernest	Dominguez	ernest_dominguez@sbcglobal.net						
Valaida	Gory	region8rep@mincla.org						
Lawrence	Klutse	organizationrepla@mincla.org						
Nick	Spano	nfspano@yahoo.com						
Lindsay	De May	lindemay@gmail.com						
Julianna	Lassleben	jlassleben@gmail.com						
Raul	Lopez	rlopez@lansa.org						
Chin	Thammasaengsri	lafayetterun@gmail.com						
Steve	Dunwoody	stevedunwoody.ca@gmail.com						

Brittany	Blackie	brittany.blackie@gmail.com
Luis	Rivera	luis.rivera@lacity.org
Norchelle	Brown	nbrown@drewcdc.org
Mark	Wade	markwade108@gmail.com
Tearmesha	Jacobs	tearmesha.jacobs@wattshealth.org
Mj	Parker	mjp13241@lausd.net
Linda	Cleveland	wattsusa@gmail.com
Steve	Correa	steve.mario.correa@mail.com
Susan	Lustig	susan@glencresthills.com
Lyn	Hoeft	lynhoeft@usa.net
Wendy	Thum	wendy.thum@svanc.com
Frank	Roque	fmroque@verizon.net
Catherine	Palomino	catheringrid@yahoo.es
Steven	Garcia	stevensvanc@gmail.com
Gary	Aggas	garyAggas@sbcglobal.net
Mike	Ogara	mikeogarasvanc@aol.com
Noel	Brathwaite	noel.brathwaite@gmail.com
Marguerite	Davis	margueritedavis@att.net
Veronica	Rios	v_e_rios@yahoo.com
Ruth	Scribner	scribsiers@ca.rr.com
Susan	Sanford	sanfordsk@att.net
Debbie	Gaughan	debgone@sbcglobal.net
Getahun	Asfaw	getahuna@hotmail.com
David	Dahcke	dadadahcke@gmail.com
Ann	Davenport	ann.davenport05@gmail.com
Louise	Nemschoff	nemschofflaw@mindspring.com
Diann	Farmer	farmerfarmer4@aol.com
Alem	Abebe	alemeftl@yahoo.com
Lubanja	Tilahun	lubanja.lt@gmail.com
Berhanu	Asfaw	berhanuasfaw@yahoo.com
Octaviano	Rios	octaviano.rios@lacity.org
Larry	Carr	lcarr@storm-properties.com
Alma	Perez	almaperez21@yahoo.com
Gene	Gimenez	genogem@sbcglobal.net
Gina	Harden	cntv94@gmail.com
Patricia	Matthews	bingotrish4ever@yahoo.com
Galdino	Diaz	dino90501@yahoo.com
Raymond	Diaz	king90501@yahoo.com
Peter	Perez	peterperez68@yahoo.com
Cesar	Ramirez	cesar.ramirez@lacity.org
Erik	Beermann	erikbee@msn.com
Morgan	Griffin	griffins1996@juno.com

Jennifer	Okabayashi	jen_akiko@yahoo.com
Araceli	Hernandez	chely1970@att.net
Al	Betancourt	al.betancourt@outlook.com
Elaine	Yuzuki	mirthi1944@yahoo.com
Phyllis	Lozano	ppl1@me.com
Jessica	Makhani	jessren777@gmail.com
Megan	McClaire	mmcclaire@advanceproj.org
Rick	Stoeker	rickstoeker@gmail.com
Mike	Batistick	batistick@yahoo.com

Appendix B: Notice of Preparation / Initial Study Announcement

1. Literature Drop

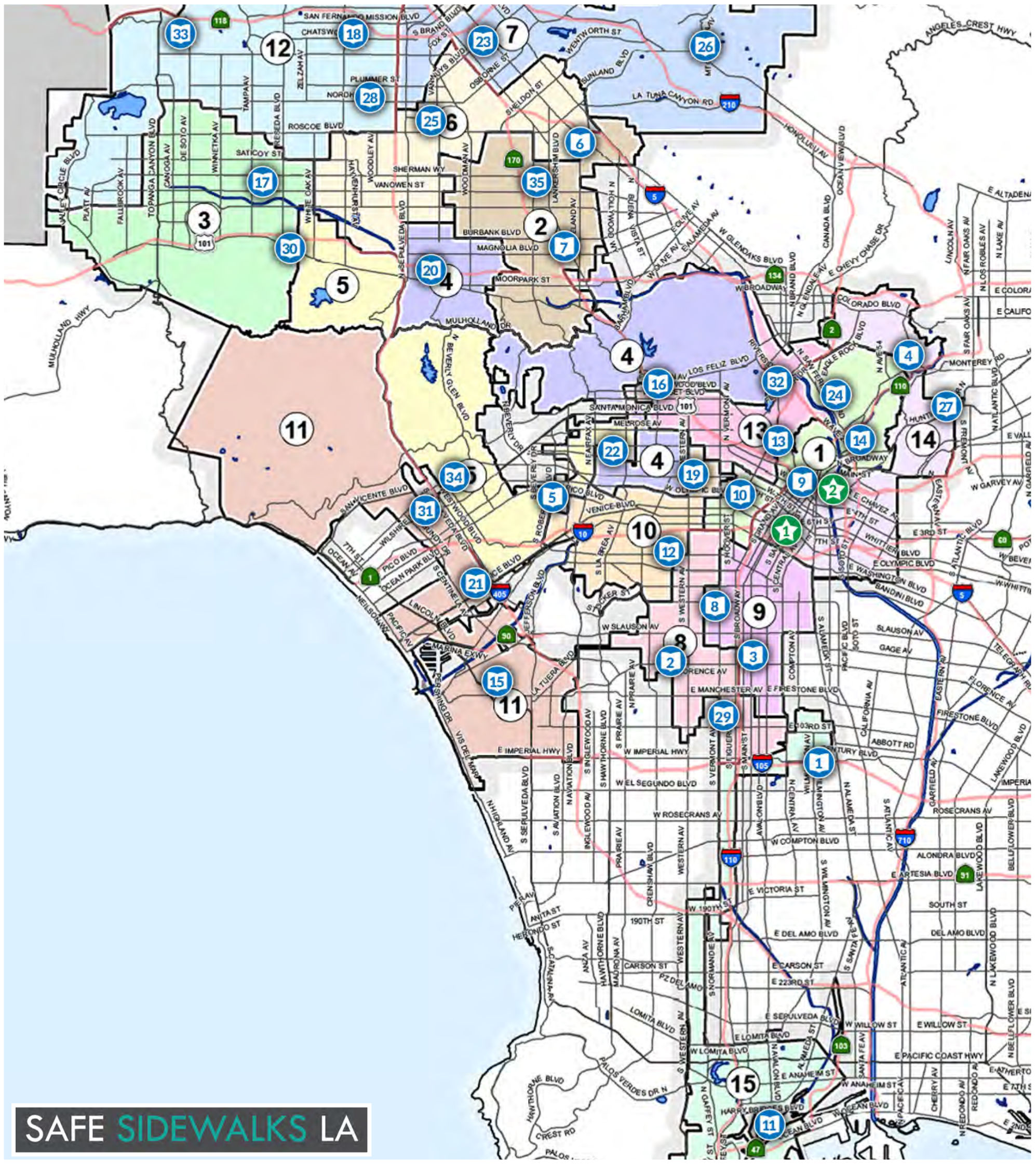
- a. NOP/IS Availability Map
- b. NOP/IS Availability List
- c. Library Cover Letter
- d. Library Confirmation of Receipt

2. News Advertisements

- a. Los Angeles Sentinel – Digital
- b. La Opinión – Spanish Digital
- c. La Opinión – Spanish Print
- d. Los Angeles Times – Targeted Email Blast
- e. Los Angeles Times – Print
- f. EmpowerLA – Weekly Email Newsletter
- g. Facebook Advertising Campaign
- h. Other Advertising

3. Stakeholder Email Campaign

- a. Email Campaign



SRP PRIORITY COMMUNITIES



BRANCH LIBRARIES

- | | | |
|----------------------------------------------------|--------------------------------------------------------------|---------------------------------------|
| 1. Willowbrook Library | 14. Lincoln Heights Branch Library | 25. Panorama City Branch Library |
| 2. Hyde Park Branch Library | 15. Westchester Loyola Village Library | 26. Sunland-Tujunga Branch Library |
| 3. Ascot Branch Library | 16. Frances Howard Goldwyn-Hollywood Regional Branch Library | 27. El Sereno Branch Library |
| 4. Arroyo Seco Library | 17. West Valley Regional Branch Library | 28. Mid-Valley Regional Library |
| 5. Robertson Library | 18. Granada Hills Library | 29. Mark Twain Library |
| 6. Sun Valley Library | 19. Pio Pico Library | 30. Encino-Tarzana Branch Library |
| 7. North Hollywood Amelia Earhart Regional Library | 20. Sherman Oaks Library | 31. West Los Angeles Regional Library |
| 8. Vermont Square Branch Library | 21. Mar Vista Branch Library | 32. Silver Lake Branch Library |
| 9. The Los Angeles Central Library | 22. Fairfax Branch Public Library | 33. Chatsworth Branch Library |
| 10. Pico Union Branch Library | 23. Pacoima Branch Library | 34. Westwood Branch Library |
| 11. San Pedro Regional Library | 24. Cypress Park Branch Library | 35. Valley Plaza Library |
| 12. Jefferson Library | | |
| 13. Edendale Branch Library | | |



OTHER LOCATIONS

- | | |
|----------------------------------------------|-----------------------------------|
| 1. City of Los Angeles Bureau of Engineering | 2. City of Los Angeles City Clerk |
|----------------------------------------------|-----------------------------------|



COUNCIL DISTRICT

Appendix A

List of NOP/IS Availability Locations And Map

Copies of the NOP/IS are available for review at the following locations:

Council District	Organization	Address
CD 1	Lincoln Heights Branch Library	2530 Workman St, Los Angeles, CA 90031
	Cypress Park Branch Library	1150 Cypress Ave, Los Angeles, CA 90065
	Pico Union Branch Library	1030 S Alvarado St, Los Angeles, CA 90006
CD 2	North Hollywood Amelia Earhart Regional Library	5211 Tujunga Ave, North Hollywood, CA 91601
	Valley Plaza Library	12311 Vanowen St, North Hollywood, CA 91605
CD 3	West Valley Regional Branch Library	19036 Vanowen St, Reseda, CA 91335
	Encino-Tarzana Branch Library	18231 Ventura Blvd, Tarzana, CA 91356
CD 4	Sherman Oaks Library	14245 Moorpark St, Sherman Oaks, CA 91423
	Fairfax Branch Public Library	161 S Gardner St, Los Angeles, CA 90036
CD 5	Robertson Library	1719 Robertson Blvd, Los Angeles, CA 90035
	Westwood Branch Library	1246 Glendon Ave, Los Angeles, CA 90024
CD 6	Sun Valley Library	7935 Vineland Ave, Sun Valley, CA 91352
	Panorama City Branch Library	14345 Roscoe Blvd, Panorama City, CA 91402
CD 7	Sunland-Tujunga Branch Library	7771 Foothill Blvd, Tujunga, CA 91042
	Pacoima Branch Library	13605 Van Nuys Blvd, Pacoima, CA 91331
CD 8	Hyde Park Branch Library	2205 W Florence Ave, Los Angeles, CA 90043
	Mark Twain Library	9621 S. Figueroa Street, Los Angeles, CA 90003
CD 9	Ascot Branch Library	120 W Florence Ave, Los Angeles, CA 90003

Council District	Organization	Address
	Vermont Square Branch Library	1201 W 48th St, Los Angeles, CA 90037
CD 10	Jefferson Library	2211 W Jefferson Blvd, Los Angeles, CA 90018
	Pio Pico Library	694 S Oxford Ave, Los Angeles, CA 90005
CD 11	Westchester Loyola Village Library	7114 W Manchester Ave, Los Angeles, CA 90045
	Mar Vista Branch Library	12006 Venice Blvd, Los Angeles, CA 90066
	West Los Angeles Regional Library	11360 California Route 2, Los Angeles, CA 90025
CD 12	Granada Hills Library	10640 Petit Ave, Granada Hills, CA 91344
	Mid Valley Regional Library	16244 Nordhoff St, North Hills, CA 91343
	Chatsworth Branch Library	21052 Devonshire St, Chatsworth, CA 91311
CD 13	Edendale Branch Library	2011 Sunset Blvd, Los Angeles, CA 90026
	Frances Howard Goldwyn-Hollywood Regional Branch Library	1623 Ivar Ave, Los Angeles, CA 90028
	Silver Lake Branch Library	2411 Glendale Blvd, Los Angeles, CA 90039
CD 14	Arroyo Seco Library	6145 N Figueroa St, Los Angeles, CA 90042
	The Los Angeles Central Library	630 W 5th St, Los Angeles, CA 90071
	El Sereno Branch Library	5226 S. Huntington Drive, Los Angeles, CA 90032
CD 15	San Pedro Regional Library	931 S Gaffey St, San Pedro, CA 90731
	Willowbrook Library	11838 Wilmington Ave, Los Angeles, CA 90059

Organization	Address
City of Los Angeles Bureau of Engineering	1149 S. Broadway, Suite 600, Los Angeles, CA 90015
City of Los Angeles City Clerk	200 N. Spring Street, Room 360, Los Angeles, CA 90012

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<http://eng.lacity.org>

July 27, 2017

[Library Name]
[Address 1]
[Address 2]

**RE: SIDEWALK REPAIR PROGRAM – NOTICE OF PREPARATION AND INITIAL
STUDY FOR AN ENVIRONMENTAL IMPACT REPORT**

Dear Librarian:

The City of Los Angeles, Department of Public Works, Bureau of Engineering has prepared the enclosed Notice of Preparation (NOP) and Initial study (IS) and will be preparing an Environmental Impact Report for the Sidewalk Repair Program in the City of Los Angeles. Please assist us in the public review process by keeping the draft environmental document on file for public review in your library.

Copies of the NOP (including Spanish NOP) and IS are also available online at:

<http://www.sidewalks.lacity.org/environmental-review-process>

Additional copies will be available for review at the Bureau of Engineering's Environmental Management Group, 1149 S. Broadway, 6th Floor, Los Angeles, CA 90015-2213.

The documents should be made available from July 27, 2017 through September 15, 2017.

Thank you for your assistance in this matter. If you have any questions, please email me at Shilpa.Gupta@lacity.org or call me at (213) 485-4560.

Very truly yours,

Shilpa Gupta
Environmental Supervisor I



SAFE SIDEWALKS LA



ENGINEERING
CITY OF LOS ANGELES

Los Angeles Public Library Verification Literature Drops

Library	Address	Date	Print Name	Signature
Mar Vista Branch Library	12006 Venice Blvd, Los Angeles 90066	7/28	Bennett Rankin	<i>Bennett Rankin</i>
Westchester Loyola Village Library	7114 W Manchester Ave, Los Angeles 90045	7/28	Judy Moorhead	<i>Judy Moorhead</i>
San Pedro Regional Library	931 S Gaffey St, San Pedro 90731	7/28	John Carroll	<i>John Carroll</i>
North Hollywood Amelia Earhart Regional Library	5211 Tujunga Ave, North Hollywood 91601	7/27	Marissa Thompson	<i>Marissa Thompson</i>
Valley Plaza Library	12311 Vanowen St, North Hollywood 91605	7/27/17	Patricia Rastorian	<i>Patricia</i>
Sun Valley Library	7935 Vineland Ave, Sun Valley 91352	7/27/17	G Canales	<i>Guadalupe Canales</i>
Sunland-Tujunga Branch Library	7771 Foothill Blvd, Tujunga 91042	7/27/17	Armen Tashirian	<i>Armen Tashirian</i>

SAFE SIDEWALKS LA



ENGINEERING



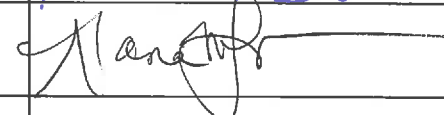

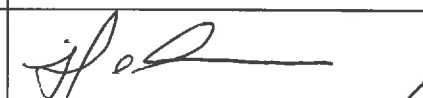
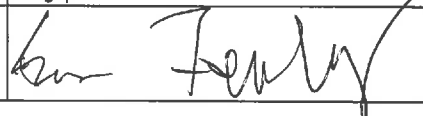


CITY OF LOS ANGELES

Pacoima Branch Library	13605 Van Nuys Blvd, Pacoima	7/27/17	<i>[Signature]</i>	Laura Cortin
Panorama City Branch Library	14345 Roscoe Blvd, Panorama City 91402	7/27/17	<i>[Signature]</i>	Ter. Markcam
Mid-Valley Regional Library	16244 Nordhoff St, North Hills 91343	7/27/17	<i>[Signature]</i>	Maryam Cappa
Granada Hills Library	10640 Petit Ave, Granada Hills 91344	7/27/17	<i>[Signature]</i>	PAMELA RHODES
Chatsworth Branch Library	21052 Devonshire St, Chatsworth 91311	7/27/17	<i>[Signature]</i>	<i>[Signature]</i>
West Valley Regional Branch Library	19036 Vanowen St, Reseda 91335	7/27/17	<i>[Signature]</i>	DOLORES GONZÁLEZ
Encino-Tarzana Branch Library	18231 Ventura Blvd, Tarzana 91356	7/27/17	<i>[Signature]</i>	Matthew Rodriguez
Sherman Oaks Library	14245 Moorpark St, Sherman Oaks 91423	7/27/17	<i>[Signature]</i>	Christina Kimsey
West Los Angeles Regional Library	11360 California Route 2, Los Angeles 90025	7/27/17	<i>[Signature]</i>	Celia Avila
Westwood Branch Library	1246 Glendon Ave, Los Angeles 90024	7/27/17	<i>[Signature]</i>	Chrissy Carr
Robertson Library	1719 Robertson Blvd, Los Angeles 90035	7/28/17	<i>[Signature]</i>	Laura Barnes



Los Angeles Public Library Verification Literature Drops

Library	Address	Date	Print Name	Signature
Arroyo Seco Library	6145 N Figueroa St, Los Angeles 90042	7-27-17	Dora Suarez	
Cypress Park Branch Library	1150 Cypress Ave, Los Angeles 90065	7/27/17	Kenneth Nolasco	
Silver Lake Branch Library	2411 Glendale Blvd, Los Angeles 90039	7/27/17	Alana Johnson	
Edendale Branch Library	2011 Sunset Blvd, Los Angeles 90026	7/27/17	MARI JACK	
Frances Howard Goldwyn-Hollywood Regional Branch Library	1623 Ivar Ave, Los Angeles 90028	7/27/17	LAWRENCE NASH	Lawrence Nash for Barbara Metzgerbaum
Fairfax Branch Public Library	161 S Gardner St, Los Angeles 90036	07/27/17	Jennifer Hamm	
Pio Pico Library	694 S Oxford Ave, Los Angeles 90005	7/27/17	Ben Feulby	

SAFE SIDEWALKS LA



ENGINEERING



CITY OF LOS ANGELES

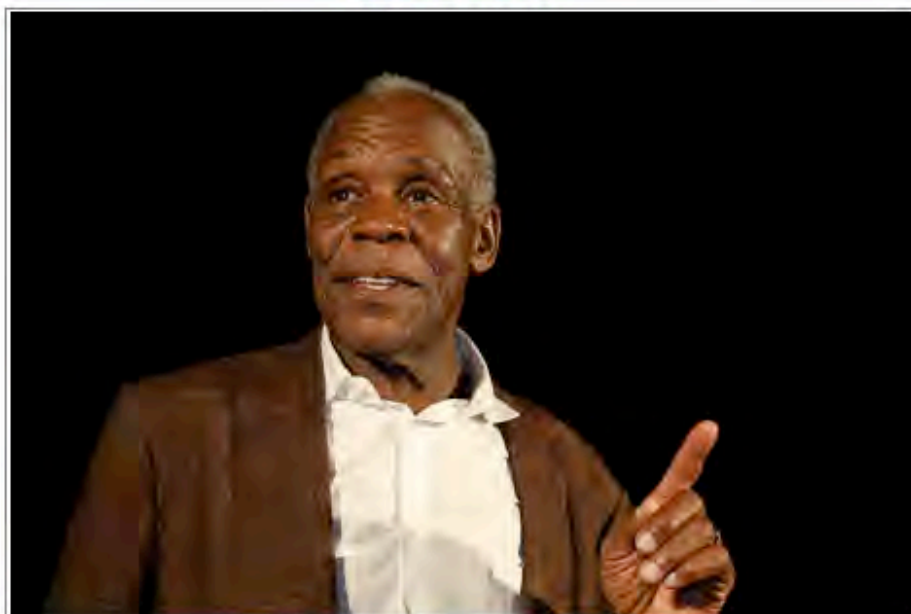
Jefferson Library	2211 W Jefferson Blvd, Los Angeles 90018	7/27/17	Liz Goralpa	liz goralpa
Vermont Square Branch Library	1201 W 48 th St, Los Angeles 90037	7/27/17	Catherine Sturgeon	Cat Sturgeon
Hyde Park Branch Library	2205 W Florence Ave, Los Angeles 90043	7/27/17	Justin Sugiyama	JUSTIN SUGIYAMA
Ascot Branch Library	120 W Florence Ave, Los Angeles 90003	7/27/17	Frances Jaffe	Frances Jaffe
Willowbrook Library	11838 Wilmington Ave, Los Angeles 90059	7/27/17	Adrienne Myhand	Adrienne Myhand
Mark Twain Library	9621 S. Figueroa St, Los Angeles 90003	7/27/2017	Sara Tekavec	Sara Tekavec
Pico Union Branch Library	1030 S Alvarado St, Los Angeles 90006	7/27/2017	Kathleen Ellison	Kat Ellison
The Los Angeles Central Library	630 W 5 th St, Los Angeles 90071	7/27/17	Heewon Paick	Heewon Paick
Lincoln Heights Branch Library	2530 Workman St, Los Angeles 90031	7/27/17	Steven Cheng	Steven Cheng
El Sereno Branch Library	5226 S. Huntington Drive, Los Angeles 90032	7/27/17	Shuhong Ni	shuhong Ni



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Actor Danny Glover's Birthday Celebration Launches the 'Human Justice' Revolution



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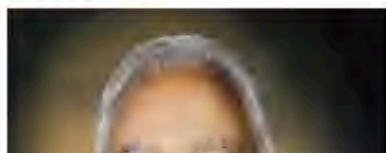
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SAFE SIDEWALKS LA

Environmental Review Is Underway

PROVIDE INPUT!

PUBLIC SCOPING MEETINGS:
August 9, 14 and 24

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Inmigración



¿Podrá Garcetti detener la campaña de deportación de Trump en Los Ángeles?



LOS ÁNGELES
Citas con Migración se vuelven armas de doble filo para inmigrantes de Los Angeles



LOS ÁNGELES
#BuenosDíasLA: "La Línea" fronteriza, desde cuatro perspectivas



NOTICIAS
Trump: pandilleros indocumentados torturan y matan a jóvenes de EEUU

SAFE SIDEWALKS LA

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Nacional Inmigración

aliados, mientras los cuatro y otras once personas ciudadanas que se solidarizaron con ellos, intentaron entrar al edificio del capitolio.

El Movimiento Cosecha difundió un manifiesto en el que señalan que perseguirán la protección de DACA y del resto de los indocumentados, de la misma manera que iniciaron el movimiento Dreamer hace más de 10 años, ganando protección para casi un millón de ellos en 2012.

“Nos rehusamos a poner nuestra fe en políticos de Washington para dar alivio a nuestra comunidad”, dijo el manifiesto, que rechazó que el nuevo Dream Act presentado en el senado sea la solución inmediata. “Ese proyecto de ley no es nuestra tabla de salvación, estamos poniendo la fe en nuestra gente y sabemos que será necesario llevar a cabo acciones valientes y poner nuestra seguridad en juego para luchar por todos”.

Herederos

El grupo se declaró heredero

de las tácticas de resistencia no violenta y desobediencia civil de Cesar Chavez, Dolores Huerta y Larry Itliong, líderes de la lucha de los campesinos que usaron tácticas similares hace varias décadas.

“Hemos aprendido de los millones de afroamericanos que han desafiado al racismo de Jim Crow y alimentaron el Movimiento por los Derechos Civiles. Basándose en esta tradición, Cosecha considera la no cooperación como nuestra mejor táctica para construir el apoyo popular y asegurar victorias reales para los 11 millones de inmigrantes indocumentados en los Estados Unidos”.

La selección del capitolio en Austin, Texas, tiene que ver con el prominente rol que el gobernador de ese estado, Greg Abbott, y el procurador Ken Paxton están teniendo en el movimiento contra DACA y en favor de las deportaciones masivas de la nueva Administración.

Texas también aprobó re-

cientemente una ley, la SB4, que al entrar en vigencia el 1 de septiembre requerirá que las agencias de la ley hagan tareas de agentes de inmigración. Los jóvenes dijeron que no estaban dispuestos a esperar que entrara en vigor la nueva ley o que diez procuradores demandaran contra DACA sino que empezarán desde ya una presión sostenida para movilizar todo el apoyo posible a la comunidad inmigrante.

Describieron además que aparte de este tipo de protestas realizarían capacitaciones de activistas, búsqueda de apoyo político y eventualmente, diferentes niveles de boicot. ●

La lucha sigue

«Aprendimos de millones de afroamericanos que desafiaron al racismo y alimentaron el Movimiento por los Derechos Civiles».

Sobrevivientes de tragedia en Texas tras ‘visas U’

Redacción

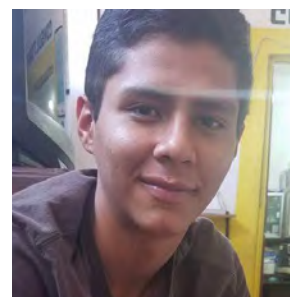
Varios de los inmigrantes que sobrevivieron a la tragedia en Texas, que dejó un saldo de 10 muertos, podrían pedir visas a Estados Unidos a cambio de sus testimonios contra los traficantes de personas para que sean llevados a la justicia y paguen por sus delitos.

Silvia Mintz una abogada del consulado de Guatemala en Houston se ha puesto en contacto con funcionarios del Departamento de Seguridad Nacional para revisar las posibilidades que hay de otorgar “visas U”, a los sobrevivientes de la tragedia en Texas, según publicaron medios locales.

Este tipo de visa, destaca la abogada se pueden otorgar a personas que han sido víctimas



De las 39 personas que sobrevivieron la tragedia de San Antonio 29 fueron hospitalizadas, siete de ellas ya fueron dadas de alta y son interrogadas.



Brandon Rodrigo Martínez Dde Loera, uno de los sobrevivientes de la tragedia. /ARCHIVO

de algunos crímenes, como en este caso lo es el tráfico de personas y que puedan otorgar información a las autoridades estadounidenses para dar con los delincuentes.

El pasado domingo fueron rescatados 39 personas, la mayoría mexicanos, de un tráiler que estaba estacionado

en unos almacenes de Walmart en San Antonio.

Los indocumentados presentaron signos de deshidratación por lo que fueron trasladados a diversos hospitales para su atención médica, conforme pasaron las horas el número de muertos aumentó a 10.

“Si podemos establecer el caso, seguiremos adelante y buscaremos las visas U”, destacó la abogada Mintz, según publica la agencia Reuters.

Sin embargo para Shane Folden, agente especial del Departamento de Seguridad Nacional en San Antonio, afirmó que es demasiado pronto para hablar de visas para los inmigrantes que sobrevivieron a la tragedia de Texas.

De las 39 personas que sobrevivieron 29 fueron hospitalizadas, siete de ellas ya fueron dadas de alta ●

SAFE SIDEWALKS LA



Reintegrando Los Ángeles una acera a la vez

¿De qué consiste el Programa de Reparación de Aceras?

- El propósito de la propuesta de Programa de Reparación de Aceras es el de continuar, modificar y expandir la implementación de Aceras Seguras para Los Angeles, a fin de que los servicios para los peatones urbanos cumplan con los requerimientos aplicables de accesibilidad.
- El programa propuesto de reparación de aceras busca reparar y mejorar las aceras y las rampas de los cordones de acera a lo largo de toda la ciudad.
- Se repararán o reemplazarán las aceras y pasarelas peatonales, así como los espacios donde faltan las aceras.
- La ciudad podrá adoptar políticas y/u ordenanzas para apoyar en la administración eficiente del Programa propuesto para la Reparación de Aceras y sus objetivos.
- Un Aviso de Preparación (NOP, por sus siglas en inglés) y Estudio Inicial (IS, por sus siglas en inglés), que describen el programa propuesto de reparación de aceras y el alcance anticipado del Informe de Impacto Medioambiental (EIR, por sus siglas en inglés), están disponibles para la revisión pública y comentan en sidewalks.lacity.org/environmental-review-process.

EN LÍNEA

Haga sus comentarios visitando: sidewalks.lacity.org/environmental-review-process.

CORREO ELECTRÓNICO

shilpa.gupta@lacity.org
Escribir “SRP” en la línea correspondiente al Asunto. Incluir una dirección postal válida en el correo electrónico.

CORREO POSTAL

Puede mandar por correo sus comentarios por escrito a:

Dirección Postal:
Shilpa Gupta, Environmental Supervisor I
Los Angeles Bureau of Engineering
Environmental Management Group
1149 S. Broadway, Suite 600, Mail Stop 939
Los Angeles, CA 90015

ASISTA A UNA REUNIÓN PÚBLICA*

Miércoles, 9 de agosto de 2017 | 6:00 p.m. – 8:00 p.m.
Ronald F Deaton Civic Auditorium
100 W 1st St, Los Angeles, CA 90012

Lunes, 14 de agosto de 2017 | 6:00 p.m. – 8:00 p.m.
Mid-Valley Senior Citizen Center
8825 Kester Avenue, Panorama City, CA 91402

Jueves, 24 de agosto de 2017 | 6:00 p.m. – 8:00 p.m.
Westchester Senior Citizen Center
8740 Lincoln Blvd, Los Angeles, CA 90045

¡Acompáñenos en las reuniones públicas! Entérese más acerca del Proyecto propuesto y el proceso del EIR

*Todas las solicitudes para acomodos razonables deberán ser realizadas con tres días laborales de anticipación a las fechas programadas para las reuniones, llamando a Shilpa Gupta al (213) 485-4560.

Monday, September 11, 2017 at 4:31:13 PM Pacific Daylight Time

Subject: Fwd: Join us! Upcoming Sidewalk Repair Program Scoping Mee; ngs
Date: Friday, July 28, 2017 at 4:02:18 PM Pacific Daylight Time
From: Cervantes, Daniel
To: David Moreno

I just received your Live email blast. Please see below.

Daniel Cervantes

Adver; sing Account Execu; ve
Los Angeles Times

e Daniel.Cervantes@la.mes.com
o [818.334.7859](tel:818.334.7859)

Begin forwarded message:

From: "City of Los Angeles Sidewalk Repair Program" <Broadcast@Safe-Mail-Sender.com>
Date: July 28, 2017 at 4:00:04 PM PDT
To: daniel.cervantes@la.mes.com
Subject: Join us! Upcoming Sidewalk Repair Program Scoping MeeMngs



The Sidewalk Repair Program Environmental Review Has Begun!

- The purpose of the Sidewalk Repair Program (proposed Project) is to continue to

amend and expand implementation of Safe Sidewalks LA and make City pedestrian facilities compliant with applicable accessibility requirements.

- The proposed Project would repair and upgrade sidewalks and curb ramps throughout the City of Los Angeles.
- Street tree removals and replacements, along with utility relocations, may be needed.
- The City may adopt policies and/or ordinances to assist in the administration of the proposed Sidewalk Repair Program and its objectives.
- A Notice of Preparation (NOP) and Initial Study (IS), which describe the proposed Sidewalk Repair Program and the anticipated scope of the EIR, are available for public review and comment at sidewalks.lacity.org/environmental-review-process.

Join us at the Scoping Meetings!

Learn about the proposed Project and EIR process.

Wednesday, August 9, 2017 6:00 p.m. – 8:00 p.m.	Monday, August 14, 2017 6:00 p.m. – 8:00 p.m.	Thursday, August 24, 2017 6:00 p.m. – 8:00 p.m.
Ronald F Deaton Civic Auditorium 100 W 1st St Los Angeles, CA 90012	Mid-Valley Senior Citizen Center 8825 Kester Avenue Panorama City, CA 91402	Westchester Senior Citizen Center 8740 Lincoln Blvd Los Angeles, CA 90045

**All requests for reasonable accommodations must be made three working days in advance of the scheduled meeting date by calling Shilpa Gupta at (213) 485-4560.*

Ways to provide input:

- **Make a comment** at a scoping meeting.
- **Submit comments** at: sidewalks.lacity.org/environmental-review-process
- **Email** shilpa.gupta@lacity.org with "SRP" in the subject line and a valid

mailing address in the email

- **Mail** written comments to:

Shilpa Gupta, Environmental Supervisor
Los Angeles Bureau of Engineering
Environmental Management Group
1149 S. Broadway, Suite 600, Mail Stop 939
Los Angeles, CA 90015

Visit our website for additional information:

sidewalks.lacity.org/environmental-review-process



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Worry and hope in the era of Trump

Muslims see president as unfriendly, but many find support from compatriots.

By LAURA KING

WASHINGTON — What has life been like for Muslims in the U.S. since Donald Trump became president? A wide-ranging new survey highlights growing worries within the community, but also points to abundant faith in the American dream. Almost three-quarters of American Muslims surveyed — 74% — see Trump as unfriendly toward them, but nearly half also say that non-Muslims in their lives, neighbors, colleagues and strangers — have stepped up and offered support and encouragement in recent months, according to the Pew Research Center survey.

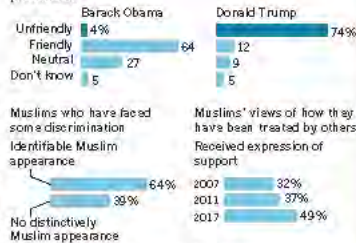
One respondent, identified as a Muslim woman under 30, told the Pew researchers that she had experienced "rude comments straight to my face" when wearing a hijab in public. But she added: "I've also had people say really nice things about my hijab, or say it's beautiful."

While more than 6 in 10 U.S. Muslims say they believe Islam is still not viewed by others as part of the country's mainstream, overwhelming numbers said they are proud to be both Americans and Muslims, and a large majority see no clash between Islam and democracy, according to Pew. The survey, released Wednesday, was the first of its kind conducted by the organization since President Trump took office.

During his campaign and his first six months in the oval office, Trump and his administration have done much to cast a harsh spotlight on Muslims, some-

How they view the president

U.S. Muslims' perceptions of the incumbent and his predecessor



Source: Pew Research Center 2017 survey of U.S. Muslims

Chart by Rebecca Los Angeles Times

Muslims who have faced some discrimination identifiable Muslim appearance

Many have internalized larger political concerns, reporting an increased sense of personal anxiety. "Far more Muslims express negative emotions associated with Trump than positive ones," the Pew researchers wrote.

In the 2016 presidential election, U.S. Muslims — many of whom were put off by rhetoric such as Trump's calling for a "total and complete shutdown" on Muslims entering the country, or offended by being tarred by association with terrorist attacks worldwide — voted for Trump's opponent, Hillary Clinton, by nearly 4:1 margin.

Despite feelings of not being fully accepted in the United States, 70% of the Muslims surveyed ex-

pressed an enduring belief that hard work can lead to success in this country. That figure has remained largely consistent since a similar Pew survey in 2007.

Nearly half of the Muslims surveyed — 49% — said they had faced some form of discrimination in the last year, coinciding with Trump's candidacy, such as name-calling or threats. But the levels increase substantially among respondents who said their mode of dress or other visible characteristics identified them as devout Muslims, such as women who wear head coverings or men who wear long beards and traditional dress. Among that group, 64% said they had faced hostility or discrimination.

There were also signs of more accepting attitudes among Muslims regarding U.S. social norms. In the 2007 Pew survey, 66% of Muslims disapproved of same-sex relationships; now, 52% — say that homosexuality should be accepted by society.

Muslims make up about 6% of the U.S. population, or about 3.5 million people, by the researchers' estimate, and they are one of the fastest-growing religious minorities, increasing by about 100,000 per year. The largest numbers of American Muslims have roots in the Indian subcontinent — Pakistan, India and Bangladesh — with smaller numbers coming from the Middle East and sub-Saharan Africa.

Despite repeated suggestions from Trump that Muslims sympathize with

others of their faith who resort to terrorism, the survey finds overwhelmingly negative views among American Muslims toward Islamic extremism, with more than 4 in 5 describing it as a threat to the world.

But researchers also found mistrust of domestic U.S. law enforcement, with about 30% saying that authorities sometimes tricked those suspected of terror-

ism-related activity, or arrested them by mistake.

The survey of 1,001 adults was conducted between Jan. 23 and May 2, using both landline and mobile phones and posing questions in English, Arabic, Farsi and Urdu. The margin of error was plus or minus 3.8 percentage points, the researchers said.

lauraking@latimes.com



Source: Mohamed Hina/Reuters

U.S. MUSLIMS who wear head scarves were more likely to experience discrimination, but some said others complimented their hijabs, a new Pew survey found.

Psychologists face trial for harsh CIA interrogations

Suit over detainees mistreated in the war on terrorism is set to go before a jury.

By RICK ANDERSON

SEATTLE — A lawsuit brought by former detainees held at CIA "black site" prisons overseas will indeed go to trial — the first such proceeding in the post-Sept. 11 era, and one that aims to hold two civilian psychologists responsible for helping to develop harsh interrogation techniques.

The government and attorneys for the two psychologists have attempted to halt the trial, and even the federal judge hearing the case, Judge Quackenbush, urged the plaintiffs and defendants to consider a settlement instead. "If you want to go on and try these cases before a jury, you may," he told attorneys for the ex-detainees, who are suing for unspecified monetary damages.

"But I caution you," Quackenbush added, the litigants and the CIA, which has been an interested party in the case, would be better off to "sit down and reach a reasonable conclusion."

The litigants were unimpressed, and on Friday, after almost three hours of arguments in the last of a series of pretrial hearings, Quackenbush decided the historic case was trial-ready. The hearing was held in Spokane, Wash., with audio of the proceedings carried

on a call-in telephone line.

Though earlier attempts by others to sue the CIA for alleged torture were derailed by claims of threats to national security, a partially released Senate report in 2014 exposed much of the history of "extraordinary renditions" and harsh interrogation methods during the Bush administration, and the CIA agreed to comply with most document requests in this case.

The American Civil Liberties Union brought the suit on behalf of Subhan, Abdullah Salim, a Tanzanian fisherman abducted by the CIA in Somalia in 2003, allegedly tortured, and released five years later with a document stating he posed no threat to the U.S.

Another ACLU plaintiff, Mohammed Ahmed Ben Souf, a Libyan also abducted in 2003, was allegedly tortured in Afghanistan, then held by authorities in Libya after the Kadafi regime was overthrown.

The ACLU also represents the Afghan family of Gul Rahman, who was abducted and died after two weeks in CIA custody, chained up, in diapers and suffering from hypothermia. He was held at a facility in Afghanistan called "Camp X-ray."

The defendants, former Air Force psychologists James Mitchell and John "Bruce" Jessen, were hired by the CIA to design a program of "enhanced interrogation" techniques used to force terrorism suspects to give up sensitive intelligence.

Their methods included waterboarding, beatings, forced rectal "heating" and experiments with glaring lights and incessant music.

Mitchell and Jessen earned \$4 million through a series of government contracts from 2003 until President Obama ended the arrangement, and torture tactics, in 2009. The pair contended that because they were contractors, the blame for any failures belonged to their employer, the CIA.

In court, the psychologists' attorneys argued that their clients couldn't be held responsible for simply doing "business with the CIA pursuant to their contracts." In an effort Friday to get the case dismissed, the defendants compared their situation to that of World War II manufacturers who supplied the Nazis with poison gas, and who later argued they weren't responsible for how the gas was used.

ACLU attorney Dorr Ladin noted that the post-war Nuremberg tribunals found that private contractors were in fact responsible if they provided "unlawful means" that allowed them to profit from war crimes.

"In the same case that Mitchell and Jessen cite," Ladin said, "the military tribunal found the owner of a chemical company that sold Zyklon B to the Nazis guilty, even though only the Nazis had final say on which prisoners would be gassed."

The trial set for Sept. 5.

Anderson is a special correspondent.

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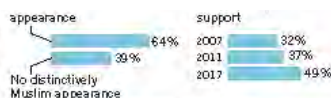
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within the community, but also points to a fundamental faith in the American dream. Almost three-quarters of American Muslims surveyed—74%—see Trump as unfriendly toward them, but nearly half also say that non-Muslims in their lives—neighbors, colleagues and strangers—have stepped up and offered support and encouragement in recent months, according to the Pew Research Center survey.

One respondent, identified as a Muslim woman under 30, told the Pew researchers that she had experienced "rude comments straight to my face" when wearing a hijab in public. But she added: "I've also had people say really nice things about my hijab, or say it's beautiful."

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During his campaign and his first six months in the Oval Office, Trump and his administration have done much to cast a harsh spotlight on Muslims, some-



Source: Pew Research Center 2012 survey of U.S. Muslims.

times portraying the religion itself as a threat. A watered-down version of the sweeping travel ban decreed by Trump almost immediately upon taking office has taken partial effect, targeting six Muslim-majority countries, and hate crimes, particularly against those displaying overt signs of their Muslim faith, have been on the rise.

Many have internalized larger political concerns, reporting an increased sense of personal anxiety. "Far more Muslims express negative emotions associated with Trump than positive ones," the Pew researchers wrote.

In the 2016 presidential election, U.S. Muslims — many of whom were put off by rhetoric such as Trump's call for a "total and complete shutdown" on Muslims entering the country, or offended by being targeted by association with terrorist attacks worldwide — voted for Trump's opponent, Hillary Clinton, by a nearly 4:1 margin.

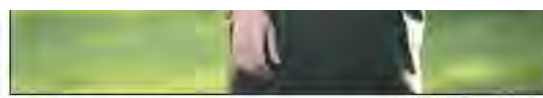
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There were also signs of a more accepting attitude among Muslims regarding U.S. social mores. In the 2007 Pew survey, 6% of Muslims disapproved of same-sex relationships; now a slight majority — 52% — say that homosexuality should be accepted by society.

Muslims make up about 2% of the U.S. population, or about 3.35 million people, by the researchers' estimate.



SANDHILL CRANES: 2004-2005

U.S. MUSLIMS who wear head scarves were more likely to experience discrimination, but some said others complimented their hijabs, a new Pew survey found.

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What is the Sidewalk Repair Program?

- The purpose of the Sidewalk Repair Program (proposed Project) is to continue to amend and expand implementation of Safe Sidewalks LA and make City pedestrian facilities compliant with applicable accessibility requirements.
- The proposed Project would repair and upgrade sidewalks and curb ramps throughout the City of Los Angeles.
- Street tree removals and replacements, along with utility relocations, may be needed.
- The City may adopt policies and/or ordinances to assist in the administration of the proposed Sidewalk Repair Program and its objectives.
- A Notice of Preparation (NOP) and Initial Study (IS), which describe the proposed Sidewalk Repair Program and the anticipated scope of the EIR, are available for public review and comment at sidewalks.lacity.org/environmental-review-process.

ATTEND A PUBLIC SCOPING MEETING*

Wednesday, August 8, 2017 | 9:00 a.m. – 9:00 p.m.
 Ravello F. DeSoto Civic Auditorium
 100 W 1st St, Los Angeles, CA 90012

Monday, August 14, 2017 | 10:00 a.m. – 3:00 p.m.
 M&U Valley Senior Citizens Center
 8120 Valley Avenue, Panorama City, CA 91402

Wednesday, August 23, 2017 | 9:00 a.m. – 9:00 p.m.
 Westchester Senior Citizens Center
 5741 Lincoln Blvd., Los Angeles, CA 90035

Join us at the Scoping Meetings!

Learn more about the proposed Project and EIR Process.

OR GO TO OUR WEBSITE

sidewalks.lacity.org/environmental-review-process for info on how to submit comments by email, mail or through the website.

*All requests for reasonable accommodations must be made three working days in advance of the scheduled meeting date by calling Shilpa Gupta at (213) 483-4500.



NEIGHBORHOOD COUNCILS
EMPOWER LA™
Department of
NEIGHBORHOOD EMPOWERMENT



GM's Message 07.28.17

I hope our newsletter finds you well. I had a very productive time in New York City the past week finishing up a year long project with the Aspen Institute on values for inclusive and innovative cities in the US. We will be finalizing a report for release, but my hope is that we will be able to craft these values into a How-To guide for any city looking to co-create solutions with their stakeholders in a transparent and meaningful way for community issues. After hearing stories across the country from other participants about the struggles they face in working with government, I'm grateful for LA's Neighborhood Council system, and the opportunities it provides for Angelenos to connect with City Hall.

Speaking of connecting with City Hall, the new [City Council committee meeting times](#) have been released. Get started with your Community Impact Statements now so you can be a part of the 350 filed CISs we hope Neighborhood Councils will reach this year. We're cooking up ideas to assist you not only filing CISs, but also to assist when Neighborhood Council board members come to City Hall to present them. Check out next week's Neighborhood Council Monthly Profile to weigh in!



It's always bittersweet to see great public servants retire from the City. In the last few weeks, Raymond Chan, Mayor Eric Garcetti's Deputy Mayor for Economic Development and former General Manager for Building and Safety, retired from the City. Ray was honored by City Council this week for his wonderful

It's always bittersweet to see great public servants retire from the City. In the last few weeks, Raymond Chan, Mayor Eric Garcetti's Deputy Mayor for Economic Development and former General Manager for Building and Safety, retired from the City. Ray was honored by City Council this week for his wonderful work, which was so well deserved. After many years of dedicated service to the South Robertson Neighborhood Council community, LAPD Senior Lead Officer Mario Gonzales is retiring. Mario was honored last week at the SoRoNC board meeting where he received City Council recognition from Council President Herb Wesson. Wishing Ray and Mario much happiness in retirement!



Don't forget the Congress of Neighborhoods Planning Committee meets this Sunday. They'll be meeting every Sunday in August. Next week's Board of Neighborhood Commissioners meeting has moved from Tuesday to Thursday night in Pacoima to not conflict with Neighborhood Councils' National Night Out events. Also next week, the Planning Department will be holding their first [Planning 101 training](#) in South LA and Harbor areas, and we will support the new Hermon Neighborhood Council with their selection process for their board members.

Have a wonderful weekend!

Best,

Grayce Liu,
General Manager
Department of Neighborhood Empowerment (aka) EmpowerLA
Empower Yourself, Empower Your Community, EmpowerLA





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Mayor's Message

STATEMENT: MAYOR GARCETTI ON PRESIDENT TRUMP'S BAN ON MILITARY SERVICE BY TRANSGENDER AMERICANS "No one who is patriotic, courageous, and selfless enough to serve in the armed forces should be denied that opportunity because of...

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ENVIRONMENTAL REVIEW PROCESS





Safe Sidewalks LA

Reconnecting Los Angeles One Sidewalk Free immigration seminar! Family at a Time What is the Sidewalk Repair Friendly! Taller de immigration Quiere Program? The purpose of the Sidewalk desayuno e informarse gratis sobre el Repair Program (proposed Project) is to proceso migratorio? Gratis: aproveche a continue to amend and expand preguntarle a un abogado de de implementation of Safe Sidewalks LA and immigration de confianza! Saturday, make City pedestrian facilities...

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Family Preparedness in Uncertain Times

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Igniting a spark for LAFD

Fighting Fire with Females Last weekend the Los Angeles Fire Department hosted Successful outreach is about listening, its 3rd Girls Camp in hopes of inspiring and not just about spreading the word. teen girls to pursue a career with the Click through to learn how to submit your LAFD. I am grateful to have had the outreach questions for future Outreach opportunity to participate in the intensive Tip articles, and learn some simple, no-cost ways to gather feedback from your stakeholders. The Outreach...

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OUTREACH TIP: SEND US YOUR OUTREACH QUESTIONS + LEARN HOW TO GET STAKEHOLDER FEEDBACK

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National Parks Lifetime Senior Pass Rate Increase Effective 8/27/17



LADOT Video: Yellow Zones

Greetings Adventurers! There are over 400 National Parks within the U.S. and provides the basics for parking in a visiting them may become more difficult as entry passes become more expensive. As watch....

of August 27, 2017, the cost of the National Parks Lifetime Senior Pass (available to seniors 62 and over) will...

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2017 LAFD Community Survey

The Los Angeles Fire Department is in the process of updating the current Strategic Plan. The Strategic Plan will guide future operations of the Department and ensure alignment with the needs and values of the communities we serve. We are seeking valuable input from our stakeholders. Please participate in shaping the future of the Los Angeles Fire Department by completing the 2017 LAFD Community Survey. Your participation as a community member is an integral part of developing the plan.

INSTRUCTIONS:

- Visit this web link from a computer or mobile device:
- <https://www.surveymonkey.com/r/KBSSZYP>
- Answer all the questions to the best of your ability, even if you have not had cause to call the LAFD for service
- The survey should take less than 2 minutes

Thank you for your participation in shaping the future of your Los Angeles Fire Department.

(available to seniors 62 and over) will...

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Thank you for your participation in shaping the future of your Los Angeles Fire Department.

You can also keep up with EmpowerLA on [Twitter](#), [Facebook](#), and [Instagram](#).

Confirm that you like this.

Click the "Like" button.



NEIGHBORHOOD COUNCILS
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GM's Message 9.08.17

I hope our newsletter finds you well. The [Congress of Neighborhoods](#) is upon us! Please join us bright and early tomorrow so you can have a full tummy going into the Opening Session of Congress. Mayor Eric Garcetti will be joining keynote speaker, Los Angeles County Supervisor Mark Ridley-Thomas, in the morning before we take the famous City Council Chambers picture with the Mayor and the Congress participants. You'll also want to give yourselves time to go through the Neighborhood Council Bridge Display between City Hall and City Hall East to view the great accomplishments of the Neighborhood Councils the last 15 years. After the Congress, make sure you join the Neighborhood Council Sustainability Alliance and Los Angeles Neighborhood Council Coalition for a mixer down the street. Limited complimentary passes are available so please RSVP by emailing ncsa@empowerla.org.



The Board of Neighborhood Commissioners met on Tuesday to present Mid City West Community Council and Hollywood United Neighborhood Council with their 15 year anniversary certificates. They also discussed their [proposed updates](#) to the Neighborhood Council subdivision policy. You can weigh in as a Neighborhood Council or individual by sending your comments to Commission@empowerla.org.



I'm excited to share that the City's [Innovation & Performance Commission \(IPC\)](#) is inviting Neighborhood Council members to submit innovative ideas that would help make Los Angeles a better place, which they provide funding for from a \$1 million Innovation Fund created by Mayor Garcetti. The City Clerk's new online [Neighborhood Council Funding Program platform](#) was funded by the IPC and won an Outstanding IT Project Award at the 2017 LA Digital Government Summit last week. Many thanks to IPC Commissioner and former Studio City Neighborhood Council President John Walker for championing the project and to the City Clerk for completing the awesome platform! For more information on how to submit, please see below. Also, don't forget to submit for the [2nd annual Clean Streets LA Challenge](#), too!

I was thrilled to learn that the [International Association for Public Participation \(IAP2\)](#) selected me for their 2017 IAP2 USA Greater Good Award, which recognizes outstanding leadership, service and application of the [IAP2 core values](#) in the field of public participation. This honor would not have happened without my work with the Neighborhood Councils, which inspires me every day to find new ways to connect Angelenos to City Hall. So many thanks to the Neighborhood Councils and to our EmpowerLA and City family for the support!!

Best,

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General Manager
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Mayor's Message

STATEMENT: MAYOR GARCETTI ON THE EARTHQUAKE IN MEXICO "Friendship means standing together in good times and bad, and the thoughts of all Angelenos are with the people of southern Mexico who are recovering today following last night's powerful earthquake...

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AMENDMENT TO THE NOTICE OF TREATMENT
FOR THE MEDITERRANEAN FRUIT FLY

Medfly Amendment to the Notice of Treatment for the community of Sun Valley, Los Angeles County

Between August 17 and September 1, 2017, seven adult Mediterranean fruit flies (Medflies), *Ceratitis capitata* (Wiedemann), were trapped in the community of Sun Valley, Los Angeles County. Based on the survey data, pest biology, information from the California Department. ...

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Innovation Fund

Do you have an idea that would make our City a better place? A way the City could save money, or generate new revenue? How about something that would save energy or save time? The City of Los Angeles has created an Innovation Fund, and we want to hear from you...

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Proposed Process Overhaul Released - City Planning Standardizes Project Review

Palms NC 1st Annual Report

In June of 2016, the Palms community elected the 2016-2018 Palms Neighborhood Council to help make the number of project review processes in Palms a great community to live in. Today, the re:code LA team of City Planning unveiled a proposal that will cut the number of project review processes in Palms in half. This new set of processes & Below is our annual report - the first of its kind in the history of our procedures will maintain long-standing opportunities for public participation, and neighborhood council... make it easier for both applicants and...

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REMINDER: Interested Persons Meeting - Lobbying Ordinance Review

Sidewalk Repair Program Environmental Review Process

The Ethics Commission will be holding three additional interested persons meetings on the Municipal Lobbying Ordinance. Please RSVP to ethics.policy@lacity.org and join us for one or more of the following meetings: Thursday, September 7, 2017 1:30pm - 3:30pm...

Reconnecting Los Angeles One Sidewalk at a Time The City of Los Angeles Bureau of Engineering (BOE) has started the environmental review process for the proposed Sidewalk Repair Program (proposed Project). The proposed Project would continue, amend and expand...

[Read More](#)

[Read More](#)





Congress of Neighborhoods is this Saturday - here's our event guide

This Saturday September 9th is the annual Congress of Neighborhoods at City Hall! If you haven't yet registered, please click here to do so now. Here's our guide to what to bring, and what's happening. Headline speakers this year include Chairman of the Los Angeles County...

[Read More](#)

Student Produced Know Your Rights Films

LA Commons and CARECEN partnered to produce Know Your Rights films created by students. The films were done by students to learn leadership concepts on a subject that was affecting their communities and are in Spanish and English...

[Read More](#)



EmpowerLA Podcast: Interview with Joy Atkinson; President of The Board of Neighborhood Commissioners

Our guest for today's episode is Joy Atkinson, the new President of the Board of Neighborhood Commissioners (aka BONC). Joy is a lifelong Angeleno with a talent for community outreach. She has a long and distinguished resume working at various levels of government in service...

[Read More](#)



Clean Streets LA Challenge Applications Now Being Accepted!

Mayor Eric Garcetti, the Department of Public Works and Department of Neighborhood Empowerment are encouraging Angelenos to join together to clean our neighborhoods as part of the Clean Streets LA program. The Clean...

[Read More](#)

You can also keep up with EmpowerLA on [Twitter](#), [Facebook](#), and [Instagram](#).

Confirm that you like this.

Click the "Like" button.



City of Los Angeles Bureau of Engineering

Sponsored ·



Got ideas about the future of fixing sidewalks in L.A.? Use our online form to get your comment on the record with the City!

VISIT: <http://sidewalks.lacity.commentinput.com/>



Comments Due - Sept. 15th!

Environmental Study Underway

sidewalks.lacity.commentinput.com

Contact Us



Joyce Patton and 18 others

17 Comments 2 Shares



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Comment



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Department of
Recreation and
Parks
@LACityParks

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PARK PROUD LA!

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City of Los Angeles Department of Recreation and Parks
added 2 new photos.
July 28 · 🌐

The Environmental Review Process for the City's Sidewalk Repair Program has begun. Members of the public who would like to share comments can do so by attending three upcoming public meetings, submit comments online or send comments in writing. For more information on the sidewalk program and the public environmental review process - including meeting dates and times -- please go to www.sidewalks.lacity.org under EIR-New! They will be accepting comments until September 15th.



SAFE SIDEWALKS LA
Need your sidewalk fixed?
Learn more about the City of Los Angeles **SAFE SIDEWALK LA** program at www.sidewalks.lacity.org



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Benji Gutierrez likes Ebelyn Colon's photo.

Nick Spear shared a link.

Christian Edwards likes Cleveland Indians's post.

Lorna Xu likes USC Media Arts and Practice's post.

William Billy Vela reacted to Zuhey Espinoza's post.

Ifelola Ojuri likes Humans of New York's photo.

Samir Seale likes Chiseled Adonis's video: James White SAVAGE STIFF ARM!!

Austin Dunn reacted to Eric Scott's post.

Ariel Sobel likes Zionness

YOUR PAGES

City of Los Angeles ... 9+

CONTACTS

Matt Keibler

Maricela Aquino 23m



Great Streets

@LAGreatStreets

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The City of LA is kicking of an environmental review for its Sidewalk Program. Learn how to get involved here:

mailchi.mp/bc358715c559/j...



10:18 AM - 28 Jul 2017

18 Retweets 39 Likes



Los Angeles Walks, Investing in Place and LA Street Services

3

18

39



The Sidewalk Repair Program Environmental Review Has Begun



In [city of los angeles - public safety](#) July 27, 2017 @ [Comments](#)

The City has engaged in a massive Sidewalk Repair Program in part to repair and upgrade sidewalks and curb ramps adjacent to City-owned pedestrian facilities, so that they are compliant with applicable accessibility requirements. Street tree removal and replacements, along with utility relocation, may be needed as well. Additionally, the City may adopt policies and/or ordinances to assist in the administration of the proposed Sidewalk Repair Program and its objectives.

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Ways to provide input:

Make a comment at a upcoming meeting:

Wednesday, August 9, 2017 6:00 p.m. – 8:00 p.m. Ronald F. Dornan Civic Auditorium 100 W. 1st St. Los Angeles, CA 90012	Monday, August 14, 2017 6:00 p.m. – 8:00 p.m. Mid Valley Senior Citizen Center 8800 Sunset Avenue Panorama City, CA 91402	Thursday, August 24, 2017 6:00 p.m. – 8:00 p.m. Westchester Senior Citizen Center 6190 Lincoln Blvd. Los Angeles, CA 90045
---------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------

Submit comments at [sidewalks.lacity.org/environmental-review-process](#).

Email shilpa.gupta@lacity.org with "SDP" in the subject line and a valid mailing address in the email.

Mail address comments to:

Shilpa Gupta, Environmental Supervisor I
 Los Angeles Bureau of Engineering
 Environmental Management Group
 1149 S. Broadway, Suite 600, Mail Stop 909
 Los Angeles, CA 90015

Related



LA Converts to \$1.4 Billion Sidewalk Repair Plan
 November 29, 2016
 In "City of Los Angeles"



SAFE SIDEWALKS LA
 January 27, 2017
 In "Nixie"



2016-2017 City Budget Emphasizes Improved Services
 May 21, 2016
 In "Nixie"



NEXT BOARD MEETING:

Tuesday, September 19, 2017,
 6:30pm
Arleta NC General Board Meeting
 Beauty Elementary School
 9757 Beauty Ave
 Arleta, CA 91331
 Meeting Agenda: [www.arletanc.org](#)...
[View...](#)
[See all >](#)

NEXT COMMITTEE MEETINGS

No Events

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Email Address*

First Name

Last Name

Are you an Arleta NC stakeholder?

☐ Yes, I live in the Arleta NC Area.

☐ Yes, I work in the Arleta NC Area.

☐ Yes, I have lived/work in the Arleta NC Area.

☐ Yes, I am part of an organization within the Arleta NC Area.

☐ No, I am not a stakeholder.

* = required field

[Join Email List](#)

ARLETS NEIGHBORHOOD EVENTS

Arleta NC General Board Meeting
 Tuesday, September 19, 2017,
 6:30pm
 Beauty Elementary School
 9757 Beauty Ave
 Arleta, CA 91331
[More...](#)



Arleta Neighbors in Action Monthly Meeting
 Thursday, September 21,
 2017, 7pm
 9883 Quile Ave
 Arleta, CA 91331
[More...](#)

Neighborhood Council Emergency Preparedness Alliance Meeting
 Saturday, September 23, 2017,
 10am – 12pm
 Location: TBD
[More...](#)



National VFW Day
 Friday, September 29, 2017
[More...](#)

Yom Kippur
 Friday, September 29, 2017
[More...](#)

Board of Neighborhood Commissioners Meeting
 Tuesday, October 3, 2017, 6pm
[More...](#)

Arleta Locky-Loss Neighborhood Watch Coalition Monthly Meeting
 Tuesday, October 3, 2017, 6-6:45pm
 Liberty Temple Church
 13821 Osborne St.
 Arleta, CA 91331
[More...](#)

L.A. City Council Session in the Valley
 Friday, October 6, 2017, 10am
 Van Nuys City Hall
 14410 Sylmar St
 Van Nuys, CA 91401
[More...](#)
[See all >](#)

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EMPOWER



NIXIE - COMMUNITY SAFETY ALERTS



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Email Address*

First Name

Last Name

Are you an Arleta NC stakeholder?

☐ Yes, I live in the Arleta NC Area.

☐ Yes, I work in the Arleta NC Area.

☐ Yes, I have lived/work in the Arleta NC Area.

☐ Yes, I am part of an organization within the Arleta NC Area.

☐ No, I am not a stakeholder.

* = required field

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The Sidewalk Repair Program Environmental Review Has Begun

BY CPNCAHIN | JUL 31, 2017 | LOS ANGELES CITY PUBLIC SAFETY



The City has engaged in a massive Sidewalk Repair Program in part to repair and upgrade sidewalks and curb ramps adjacent to City-owned pedestrian facilities, so that they are compliant with applicable accessibility requirements. Street tree removals and replacements, along with utility relocations, may be needed, as well. Additionally, the City may adopt policies and/or ordinances to assist in the administration of the proposed Sidewalk Repair Program and its objectives.

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Ways to provide input:

Make a comment at a scoping meeting:

Wednesday, August 9, 2017 6:00 p.m. – 8:00 p.m. Ronald F. Deaton Civic Auditorium 100 W 34 St. Los Angeles, CA 90012	Monday, August 14, 2017 6:00 p.m. – 8:00 p.m. Mid-Valley Senior Citizen Center 8825 Kleiter Avenue Panorama City, CA 91402	Thursday, August 24, 2017 6:00 p.m. – 8:00 p.m. Westchester Senior Citizen Center 8740 Lincoln Blvd. Los Angeles, CA 90045
-----------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------

Submit comments at sidewalks.lacity.org/environmental-review-process.
 Email: shripa.gupta@lacity.org with "SRP" in the subject line and a valid mailing address in the email.

Mail written comments to:

Shripa Gupta, Environmental Supervisor I
 Los Angeles Bureau of Engineering
 Environmental Management Group
 1149 S. Broadway, Suite 600, Mail Stop 999
 Los Angeles, CA 90015

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LA Commits to \$1.5 Billion Sidewalk Repair Plan

Published: 30, 2017

In: Canoga Park



SAFE SIDEWALKS LA

January 27, 2017

In: Canoga Park



2015-2017 City Budget Emphasizes Improved Services

May 15, 2015

In: City of Los Angeles

CPNC Events and Board Meetings

Canoga Park Neighborhood Council General Board Meeting

Wednesday, September 27, 2017, 7pm

Canoga Park Community Center
 7548 Owensmouth Ave.
 Canoga Park, CA 91303

[More...](#)

Canoga Park Neighborhood Council General Board Meeting

Wednesday, October 25, 2017, 7pm

Canoga Park Community Center
 7548 Owensmouth Ave.
 Canoga Park, CA 91303

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[More Events >](#)

Events in and around Canoga Park

Patriot Day and National Day of Service and Remembrance

Monday, September 11, 2017

[More Info:](#)
[nationaldaycalendar.com/...](http://nationaldaycalendar.com/)

Canoga Park NC Joint Executive Committee and Budget Committee Meeting

Wednesday, September 13, 2017, 5pm

Henry's Restaurant (Back room)
 21601 Sherman Way,
 Canoga Park, CA 91303

[Agenda:](#)
[www.canogaparknc.org/...](http://www.canogaparknc.org/)

Neighborhood Watch Meeting

Wednesday, September 13, 2017, 7pm

Topanga Community Police Station
 21150 Sherman Way
 Canoga Park, CA 91304

[More Info:](#)
[www.canogaparknc.org/...](http://www.canogaparknc.org/)

San Fernando Valley Veterans Employment Committee (SPV/VEC)

Thursday, September 14, 2017, 1pm

Seaside VA, 16111 Plummer St.,
 North Hills, CA 91343

[More Info:](#) [tinyurl.com/...](http://tinyurl.com/)

Valley Alliance of Neighborhood Councils (VANC) Meeting

Thursday, September 14, 2017, 6:30pm

Sherman Oaks Hospital - Doctor's Conference Room
 4929 Van Nuys Blvd
 Sherman Oaks, CA

[More Events >](#)

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The Safe Sidewalks LA (SSLA) Notice of Preparation / Initial Study

🕒 August 1, 2017 📰 [News](#)

SAFE SIDEWALKS LA

The Safe Sidewalks LA (SSLA) Notice of Preparation / Initial Study was released at the end of July. You can download the documents below which are also posted on the SRP website, sidewalks.lacity.org/environmental-review-process.

Download the [Notice of Preparation](#)

Download the [Initial Study / Environmental Checklist](#)

Public scoping meetings will be held to obtain input on the scope and contents of the EIR:

Wednesday, August 9th, 2017
 Ronald F. Deaton Civic Auditorium
 100 W 1st Street, Los Angeles, CA 90012
 Event time: 6:00 p.m. – 8:00 p.m.

Monday, August 14th, 2017



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Meeting schedules

Board

Second Wednesdays, 7:00 p.m.
 Ebell of Los Angeles
 Dining Room
 743 S. Lucerne, 90005

Land Use Committee

Fourth Tuesdays, 6:30 p.m.
 Wilshire United Methodist Church
 Assembly Room
 4350 Wilshire Blvd., 90005

Transportation Committee

Third Mondays of even-numbered months, 7:00 p.m.

Monday, August 14th, 2017
Mid-Valley Senior Citizen Center
8825 Kester Avenue, Panorama City, CA
91402
Event time: 6:00 p.m. – 8:00 p.m.

Thursday, August 24, 2017
Westchester Senior Citizen Center
8740 Lincoln Boulevard, Los Angeles, CA
90045
Event time: 6:00 p.m. – 8:00 p.m.

For more information regarding the
Environmental Review Process, please contact:

Shilpa Gupta, Environmental Supervisor I
Department of Public Works
Bureau of Engineering, EMG
1149 S. Broadway, Suite 600, Mail Stop 939
Los Angeles, CA 90015
Or email at Shilpa.Gupta@lacity.org

You can submit comments online at the
following link:
<http://sidewalks.lacity.commentinput.com/>.

Please be sure to include your contact
information. You may also upload documents
when submitting a comment.

The comment period ends September 15, 2017.



Bookmark.

← **FREE Workshop on**
Civic Engagement &
City Services

months, 7:00 p.m.
Marlborough School - Library
250 S. Rossmore Ave., 90004

Outreach Committee

First Saturdays, 9:00 a.m.
Bricks & Scones Cafe
403 N. Larchmont Blvd., 90004

Sustainability Committee

Quarterly (next meeting TBA)
Marlborough School - Collins Room
D200
250 South Rossmore Avenue, CA 90004

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Calendar

September 2017						
M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

Contacts

General Information:
info@greaterwilshire.org
or (323) 539-GWNC (4962).

Paper Mail:

419 N. Larchmont Blvd., #331
Los Angeles, CA 90004

Land Use Committee:

landuse@greaterwilshire.org

Outreach Committee:

outreach@greaterwilshire.org

Transportation Committee:

transportation@greaterwilshire.org

Subway Construction Complaints,
Feedback, and Other Submissions:

subway@greaterwilshire.org

Treasurer & Funding Information:

treasurer@greaterwilshire.org

Website:

webmaster@greaterwilshire.org

Elections:

election@greaterwilshire.org

City Hall Contacts:

<http://empowerla.org/the-fastest-route-to-city-hall/>

To contact your GWNC Area or
Interest Group Representative
see our [Board Member Roster](#) page

GWNC Citizen Recognition Program

Do you know someone who has worked tirelessly on behalf of our neighborhood? Someone who deserves recognition for their efforts? A true local hero – of any age?

Nominate them!

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Greater Wilshire NC

A Twitter list by [@GreaterWilshire](#)

Of interest to our stakeholders

 LA City EMD Retweeted



LAFD Talk 
[@LAFDtalk](#)

Nominate them!

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Greater Wilshire NC

A Twitter list by [@GreaterWilshire](#)

Of interest to our stakeholders

 LA City EMD Retweeted



LAFD Talk
[@LAFDtalk](#)

It is a single patient behavioral emergency being expertly managed by [#LAPD](#). We are not aware of any off-site hazard. Please avoid the area.



15m

 LA City EMD Retweeted



LAFD Talk
[@LAFDtalk](#)

Did you sign up for [@LAFD ALERT](#) messages via SMS for the [#LaTunaFire](#)? Here's how you can easily stop them...



36m

 LACMA Retweeted



Donald_J_Urizar
[@DJ_Urizar_7](#)

Good news from [@LACMA](#)!
[#NuMu2LACMA](#) is a Guatemalan tiny contemporary art museum.

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(<https://www.la32nc.org/>)

LA-32

Neighborhood Council



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(<https://www.la32nc.org/2017/07/sidewalk-repair-program-environmental-review-begun/>)

The Sidewalk Repair Program Environmental Review Has Begun

Posted on July 31, 2017 (<https://www.la32nc.org/2017/07/sidewalk-repair-program-environmental-review-begun/>) by LA32NCadmin (<https://www.la32nc.org/author/LA32NCadmin/>)

The City has engaged in a massive Sidewalk Repair Program in part to repair and upgrade sidewalks and curb ramps adjacent to City-owned pedestrian facilities, so that they are compliant with applicable accessibility requirements. Street tree removals and replacements, along with utility relocations, may be needed, as well. Additionally, the City may adopt policies and/or ordinances to assist in the administration of the proposed Sidewalk Repair Program and its objectives.

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Ways to provide input:

Make a comment at a scoping meeting:

Wednesday, August 9, 2017
6:00 p.m. – 8:00 p.m.

Ronald F Deaton Civic Auditorium
100 W 1st St
Los Angeles, CA 90012

Monday, August 14, 2017
6:00 p.m. – 8:00 p.m.

Mid-Valley Senior Citizen Center
8825 Kester Avenue
Panorama City, CA 91402

Thursday, August 24, 2017
6:00 p.m. – 8:00 p.m.

Westchester Senior Citizen Center
8740 Lincoln Blvd
Los Angeles, CA 90045

Next Board Meeting

LA-32 Neighborhood Council
General Board Meeting
Wednesday, October 4, 2017, 6pm

El Sereno Senior Citizen Center
4818 Klamath Place
Los Angeles, CA 90032

Agenda: www.la32nc.org...

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Email Address*

 First Name

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 * = required field

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Submit comments at sidewalks.lacity.org/environmental-review-process (<http://sidewalks.lacity.org/environmental-review-process>);


Email shilpa.gupta@lacity.org (<mailto:shilpa.gupta@lacity.org>) with "SRP" in the subject line and a valid mailing address in the email;

Mail written comments to:

Shilpa Gupta, Environmental Supervisor I
Los Angeles Bureau of Engineering
Environmental Management Group
1149 S. Broadway, Suite 600, Mail Stop 939
Los Angeles, CA 90015

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November 30, 2016

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SAFE SIDEWALKS LA
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← Previous Post (<https://www.la32no.org/2017/07/new-l-city-council-committee-meeting-times/>)

Upcoming Neighborhood Events

Patriot Day and National Day of Service and Remembrance

Monday, September 11, 2017

POW/MIA Recognition Day

Friday, September 15, 2017

Rules, Elections, Intergovernmental Relations, and Neighborhoods Committee

Friday, September 15, 2017, 9 – 10am

City Hall - John Ferraro Council Chamber - Room 340
200 North Spring Street
Los Angeles CA 90012

Neighborhood Council Budget Advocates Meeting

Saturday, September 16, 2017, 10am – 12pm

West Los Angeles Municipal Building
1645 Corinth Ave
Los Angeles, CA 90025

Board of Neighborhood Commissioners Meeting

Monday, September 18, 2017, 1pm

City Hall, 10th Floor Conference Center
Room 1060
200 N Spring Street
Los Angeles, CA 90012

Hollenbeck CPAB Meeting

Wednesday, September 20, 2017, 6 – 8pm

Hollenbeck Police Station in the community room
1936 East 1st Street
Los Angeles, CA 90033

Neighborhood Council Emergency Preparedness Alliance Meeting

Saturday, September 23, 2017, 10am – 12pm

Location TBD

[Click Here to See the Full Calendar](#)

Department of Neighborhood Empowerment



<http://empowerla.org/> (<http://empowerla.org/>)

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LA Commits to \$1.4 Billion Sidewalk Repair Plan
<https://www.la32nc.org/2016/11/la-commits-to-1-4-billion-sidewalk-repair-plan/>
November 30, 2016
In "LA-32"



<https://www.la32nc.org/2017/01/safe-sidewalks-la/>
SAFE SIDEWALKS LA
<https://www.la32nc.org/2017/01/safe-sidewalks-la/>
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In "LA-32"



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2016-2017 City Budget Emphasizes Improved Services
<https://www.la32nc.org/2016/05/2016-2017-city-budget-emphasizes-improved-services/>
May 21, 2016
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Posted in City of Los Angeles (<https://www.la32nc.org/category/city-of-los-angeles-2/>), Public Safety (<https://www.la32nc.org/category/public-safety-2/>).

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Hollenbeck Police Station in the community room
1936 East 1st Street
Los Angeles, CA 90033

Neighborhood Council Emergency Preparedness Alliance Meeting

Saturday, September 23, 2017, 10am – 12pm
Location TBD

[Click Here to See the Full Calendar](#)

Department of Neighborhood Empowerment



<http://empowerla.org/> (<http://empowerla.org/>)

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info@lakebalboanc.org


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The Sidewalk Repair Program Environmental Review Has Begun



Next Meeting

Lake Balboa NC Board Meeting
Wednesday, October 4, 2017
6:30pm
Gault Street Elementary School
 17000 Gault St
 Lake Balboa, CA 91406

LBNC Email List

Email Address*

First Name*

Last Name*

* = required field

SIGN ME UP!

Upcoming Events In and Around Lake Balboa

Patriot Day and National Day of Service and Remembrance
 Monday, September 11, 2017

Community Police Advisory Board (CPAB) Meeting

Wednesday, September 13, 2017, 7pm
 West Valley Police Station Community Room
 19020 Vanowen St.
 Reseda, CA

San Fernando Valley Veterans Employment Committee (SFV/VEC)

Thursday, September 14, 2017, 1pm
 Sepulveda VA, 16111 Plummer St., North Hills, CA 91343

Valley Alliance of Neighborhood Councils (VANC) Meeting

Thursday, September 14, 2017, 6:30pm
 Sherman Oaks Hospital - Doctor's Conference Room
 4929 Van Nuys Blvd
 Sherman Oaks, CA

Posted on July 31, 2017 by LBNCAdmin

The City has engaged in a massive Sidewalk Repair Program in part to repair and upgrade sidewalks and curbs adjacent to City-owned pedestrian facilities, so that they are compliant with applicable accessibility requirements. Street tree removals and replacements, along with utility relocations, may be needed, as well. Additionally, the City may adopt policies and/or ordinances to assist in the administration of the proposed Sidewalk Repair Program and its objectives.

In order to do this, the City must engage in an environmental review of the project. A Notice of Preparation (NOP) and Initial Study (IS), which describe the proposed Sidewalk Repair Program and the anticipated scope of the Environmental Impact Review, are available for public review and comment at the following website: sidewalks.la.city.org/environmental-review-process.

Ways to provide input:

Make a comment at a scoping meeting:

Wednesday, August 9, 2017 6:00 p.m. – 8:00 p.m.	Monday, August 14, 2017 6:00 p.m. – 8:00 p.m.	Thursday, August 24, 2017 6:00 p.m. – 8:00 p.m.
Ronald F Deaton Civic Auditorium 100 W 1st St Los Angeles, CA 90012	Mid-Valley Senior Citizen Center 8825 Kester Avenue Panorama City, CA 91402	Westchester Senior Citizen Center 8740 Lincoln Blvd Los Angeles, CA 90045

Submit comments at: sidewalks.la.city.org/environmental-review-process

Email shilpa.gupta@city.org with "SRP" in the subject line and a valid mailing address in the email.

Mail written comments to:

Shilpa Gupta, Environmental Supervisor |

Shilpa Gupta, Environmental Supervisor I
Los Angeles Bureau of Engineering
Environmental Management Group
1149 S. Broadway, Suite 600, Mail Stop 939
Los Angeles, CA 90015

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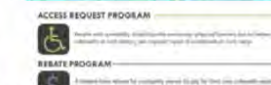
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LA Commits to \$1.4 Billion Sidewalk Repair Plan

November 30, 2016

In "Lake Balboa Community"



SAFE SIDEWALKS LA

January 27, 2017

In "Lake Balboa Community"



Los Angeles Will Finally Fix its Sidewalks!

April 4, 2015

In "Los Angeles City"

Update: Sepulveda Basin Clean-Up

4 thoughts on "The Sidewalk Repair Program Environmental Review Has Begun"



Mike McGill July 31, 2017 at 10:04 am

My grandparents' generation would see something broken and just fix it. I don't understand the need for multiple meetings and environmental impact reports to fix what's an obvious problem. It's not like they're installing new sidewalks where they previously didn't exist, right? I'm a huge fan of the environment (as everyone who is a life should be) but to me the concept of environmental review is usually a bureaucratic stalling technique that adds unnecessary time and cost to any project. If they see a sidewalk like the one in the picture it's pretty obvious to anyone with any semblance of common sense of needs to be replaced. No need for meetings or studies. That's my 2¢ (not adjusted for inflation).



Liina Arens July 31, 2017 at 10:10 am

Why don't they just take the backlog of service requests and just fix the problem. My service request is a good 3 to 4 years old. Probably should check if they are still active or deleted????



Janice Hantsbarger July 31, 2017 at 10:22 am

When they did repair the sidewalk in front of my house on Adea, the Menta Grants In Charge did it on a school day at 3pm, meaning that the cement was ripe for taggers. So I have had to look at a swastika and KKK since then.



Leela Valencia Woods July 31, 2017 at 10:04 am

First remove these damn root bound trees that are not only messing up the sidewalks but costing homeowners thousands in plumbing problems. Don't get me started on how much those damn tree roots have cost me since we bought our house in 2009.

Comments are closed.

4929 Van Nuys Blvd
Sherman Oaks, CA

POW/MIA Recognition Day
Friday, September 15, 2017

Rules, Elections, Intergovernmental Relations, and Neighborhoods Committee

Friday, September 15, 2017, 9 – 10am

City Hall - John Ferraro Council Chamber - Room 340
200 North Spring Street
Los Angeles CA 90012

Neighborhood Council Budget Advocates Meeting

Saturday, September 16, 2017, 10am – 12pm

West Los Angeles Municipal Building
1645 Corinth Ave
Los Angeles, CA 90025

LBNC Health and Public Safety Committee Meeting

Saturday, September 16, 2017, 10am

The Flyaway Bus Terminal
2nd Floor

7610 Woodley Avenue
Van Nuys, CA 91406

Agenda: www.lakebalboa.org...

Agendas in Your Inbox

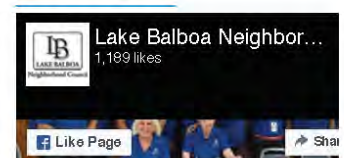
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EmpowerLA



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SAFE SIDEWALKS LA

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THIS EVENT HAS PASSED.

SAFE SIDEWALKS LA

August 24 @ 6:00 pm - 8:00 pm

**Participate in the Sidewalk Repair Program's
Last Environmental Review Meeting – THURSDAY!**
Learn about the proposed Project and EIR process.
The Sidewalk Repair Program

- The purpose of the Sidewalk Repair Program (proposed Project) is to continue to amend and expand implementation of Safe Sidewalks LA and make City pedestrian facilities compliant with applicable accessibility requirements.

Details

Date:
August 24

Time:
6:00 pm - 8:00 pm

Event Category:
Community Events

Venue

Westchester Senior Citizen
Center

8740 Lincoln Blvd
Los Angeles, CA 90045
United States
📍 [Google Map](#)

- The proposed Project would repair and upgrade sidewalks and curb ramps throughout the City of Los Angeles.
- Street tree removals and replacements, along with utility relocations, may be needed.
- The City may adopt policies and/or ordinances to assist in the administration of the proposed Sidewalk Repair Program and its objectives.
- A Notice of Preparation (NOP) and Initial Study (IS), which describe the proposed Sidewalk Repair Program and the anticipated scope of the EIR, are available for public review and comment at sidewalks.lacity.org/environmental-review-process.

Can't make it? Additional ways to get involved:

- **Make a comment** at a scoping meeting
- **Submit comments** at sidewalks.lacity.org/environmental-review-process
- **Email** shilpa.gupta@lacity.org with "SRP" in the subject line and a valid mailing address in the email
- **Mail** written comments to:

Shilpa Gupta, Environmental Supervisor I
Los Angeles Bureau of Engineering
Environmental Management Group
1149 S. Broadway, Suite 600, Mail Stop 939
Los Angeles, CA 90015

Visit our website for additional information:
<http://sidewalks.lacity.org/environmental-review-process>

Google Map

Website:

<http://sidewalks.lacity.org/environmental-review-process>



+ GOOGLE CALENDAR

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Related Events



FREE Two Way Radio 101 Class

October 28 @
10:00 am - 12:00
pm



Spinning Black Holes, Exploding Stars, and Hyperluminous Pulsars: Recent Results from the NuSTAR Satellite

December 15 @
7:00 pm



DOMESTIC VIOLENCE RESTRAINING ORDER CLINIC:

October 4 @ 4:00
pm - 8:00 pm
Recurring Event
(See all)

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< Wildlife Workshop

“State of Devonshire”
Neighborhood Watch >
Meeting

[View City Calendar](#) | [View EmpowerLA Calendar](#)

CONTACT US

GENERAL BOARD MEETINGS

CITY

North Hills West

3rd Thursday of every month

EMPOWER

North Hills West
Neighborhood Council
P.O. Box 2091
North Hills, CA 91393
Phone (818) 809-9158
board@nhwnc.net

**3rd Thursday of every month
at 7:00pm**
New Horizons - Sam's Cafe
15725 Parthenia St.
North Hills, CA 91343



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Provide Your Input on Sidewalk Repair Program

Friday, August 18, 2017

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Last year as part of a lawsuit settlement, the city began a comprehensive sidewalk repair program called [Safe Sidewalks LA](#), with the objective of investing more than \$30 million a year over the next 30 years to make all 11,000 miles of city sidewalks safe and accessible. This program allows residents to request repairs and use rebates to accelerate repairs.

The city is now giving notice that they are beginning an environmental review process on the Sidewalk Repair Program and the public is invited to weigh in and [submit public comment](#) by midnight September 15, 2017. Public input during this scoping period will shape the scope and content of the analysis in the Draft EIR. Once completed, the Draft EIR will include the results of the technical studies the City conducted and be circulated for public and agency review and comment.

The project in question is the continued expansion and implementation of Safe Sidewalks LA, in order to make City pedestrian facilities compliant with applicable accessibility requirements.

Potential environmental effects associated with the proposed Project include the following: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology/Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Public Services, Transportation and Traffic, Tribal Cultural Resources, and Utilities and Service Systems.

Of note is the potential impact on street trees. Sidewalk repair will likely result in the removal of large quantities of mature street trees that are the cause of the sidewalk damage. Street trees are expected to be replaced at a 2:1 ration per current policy. The initial study discusses the potential impacts related to trees.

Sidewalk repairs have been a frequent topic at Porter Ranch Neighborhood Council meetings over the years, so we thought our stakeholders might want to know more about this program and be interested in providing public comment.

Study Document for Public Comment: [Initial Study Environmental Checklist](#)

[More about current Safe Sidewalks LA](#)

[Notice of Preparation](#)

[Sidewalk Repair Program Scoping Meeting Presentation August 2017](#)

[Sidewalk Repair Fact Sheet](#)

[List of physical locations to view the Notice of Preparation / Initial Study](#)

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Receive our emails and phone calls with Constant Contact.

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 last name
 email
 phone

SUBMIT

Select Language

PRNC MEETINGS

PRNC Board Meeting

Wed, Sep 13, 2017, 6:15 PM
 Porter Ranch Community School

PRNC Board Meeting

Wed, Oct 11, 2017, 6:15 PM
 Porter Ranch Community School

PRNC Board Meeting

Wed, Nov 8, 2017, 6:15 PM
 Porter Ranch Community School

PRNC Board Meeting

Wed, Dec 13, 2017, 6:15 PM
 Porter Ranch Community School

CITY EVENTS

Neighborhood Watch - East of Tampa

Tue, Sep 12, 2017, 7:00 PM
 St. Euphrasia Church

Community Information Session on Homelessness

Wed, Sep 20, 2017, 6:00 PM
 Our Redeemer Lutheran Church, Winnetka

Neighborhood Watch - West of Tampa

Thu, Sep 28, 2017, 7:00 PM
 St. John Eudes

Neighborhood Watch - East of Tampa

Tue, Oct 10, 2017, 7:00 PM
 St. Euphrasia Church

Neighborhood Watch - West of Tampa

Thu, Oct 26, 2017, 7:00 PM

How to Submit Comments

Please note: **Your input will become part of the public record and will be included in the Draft EIR.**

- Submit comments online at the following link: <http://sidewalks.lacity.commentinput.com/>. Please be sure to include your contact information.
- Email your comment to Shilpa.Gupta@lacity.org (please include 'SRP' in the subject line). Please include your contact information, including name, telephone number, mailing address, and e-mail address so that we can contact you if we have any questions regarding your comment. We will also use this information to add you to the mailing list so that you can learn when the Draft EIR becomes available.
- Complete a comment card or write a letter that includes your contact information. Please send your comment to:

Shilpa Gupta, Environmental Supervisor I
City of Los Angeles Public Works, Bureau of Engineering
Environmental Management Group
1149 S. Broadway, Suite 600, Mail Stop 939



The Porter Ranch Neighborhood Council is an organization that is officially certified by the City of Los Angeles to increase our influence with City lawmakers and departments to improve our community.

The PRNC came about as a result of Los Angeles City Charter Reform and interested stakeholders in our community. The Board is elected by stakeholders and holds monthly meetings, usually on the first Wednesday of the month. The agenda is emailed to those who subscribe (see the green box in the upper corner), on our website here and posted at 11280 Corbin Avenue, Northridge, CA 91326 on a bulletin board facing Corbin street.

The Board is comprised of volunteers who want to help you make Porter Ranch a better place to live, work and grow. We can't do it for you, but we can do it with you.

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Van Nuys Neighborhood Council

The Van Nuys Neighborhood Council meets on the second Wednesday of the month at 7pm. The General Meeting is held at 6262 Van Nuys Blvd.

Safe Sidewalks LA



ENVIRONMENTAL REVIEW PROCESS



Safe Sidewalks LA

Reconnecting Los Angeles One Sidewalk at a Time

What is the Sidewalk Repair Program?

- The purpose of the Sidewalk Repair Program (proposed Project) is to continue to amend and expand implementation of Safe Sidewalks LA and make City pedestrian facilities compliant with applicable accessibility requirements.
- The proposed Project would repair and upgrade sidewalks and curb ramps throughout the City of Los Angeles.
- Street tree removals and replacements, along with utility relocations, may be needed.
- The City may adopt policies and/or ordinances to assist in the administration of the proposed Sidewalk Repair Program and its objectives.
- A Notice of Preparation (NOP) and Initial Study (IS), which describe the proposed Sidewalk Repair Program and the anticipated scope of the EIR, are available for public review and comment at sidewalks.lacounty.gov.

- A Notice of Preparation (NOP) and Initial Study (IS), which describe the proposed Sidewalk Repair Program and the anticipated scope of the EIR, are available for public review and comment at sidewalks.lacity.org/environmental-review-process.

ONLINE

Submit comments: sidewalks.lacity.org/environmental-review-process

EMAIL: shilpa.gupta@lacity.org

"SRP" as the subject. Valid mailing address in the email.

You can mail written comments to:

Shilpa Gupta

Environmental Supervisor I

Los Angeles Bureau of Engineering Environmental Management Group

1149 S. Broadway, Suite 600, Mail Stop 939 Los Angeles, CA 90015

ATTEND A PUBLIC SCOPING MEETING:*

Wednesday, August 9, 2017 | 6:00 p.m. – 8:00 p.m. Ronald F Deaton Civic Auditorium

100 W 1st St, Los Angeles, CA 90012

Monday, August 14, 2017 | 6:00 p.m. – 8:00 p.m. Mid-Valley Senior Citizen Center

8825 Kester Avenue, Panorama City, CA 91402

Thursday, August 24, 2017 | 6:00 p.m. – 8:00 p.m. Westchester Senior Citizen Center

8740 Lincoln Blvd, Los Angeles, CA 90045

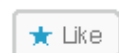
Free parking at each of the scoping meeting locations.

*All requests for reasonable accommodations must be made three working days in advance of the scheduled meeting date by calling Shilpa Gupta at (213) 485-4560.

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This entry was posted in LA Public Works (LAPW) on July 28, 2017 [<http://vnnc.org/2017/07/safe-sidewalks-la-3/>] by vnncadmin.

You must [log in](#) to post a comment.

You can mail written comments to:

Shilpa Gupta

Environmental Supervisor I

Los Angeles Bureau of Engineering Environmental Management Group

1149 S. Broadway, Suite 600, Mail Stop 939 Los Angeles, CA 90015

ATTEND A PUBLIC SCOPING MEETING: *

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Thursday, August 24, 2017 | 6:00 p.m. – 8:00 p.m. Westchester Senior Citizen Center
8740 Lincoln Blvd, Los Angeles, CA 90045

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The Sidewalk Repair Program Environmental Review Has Begun



The Sidewalk Repair Program Environmental Review Has B...

The City has engaged in a massive Sidewalk Repair Program in part to repair and upgrade sidewalks and curb ramps adjacent to City-owned pedestrian facilities, so that they are compliant with

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The Sidewalk Repair Program Environmental Review Has Begun!

- The purpose of the Sidewalk Repair Program (proposed Project) is to continue to amend and expand implementation of Safe Sidewalks LA and make City pedestrian facilities compliant with applicable accessibility requirements.
- The proposed Project would repair and upgrade sidewalks and curb ramps throughout the City of Los Angeles.
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- A Notice of Preparation (NOP) and Initial Study (IS), which describe the proposed Sidewalk Repair Program and the anticipated scope of the EIR, are available for public review and comment at sidewalks.lacity.org/environmental-review-process.

Join us at the Scoping Meetings!

Learn about the proposed Project and EIR process.

Join us at the Scoping Meetings!

Learn about the proposed Project and EIR process.

Wednesday, August 9, 2017 6:00 p.m. – 8:00 p.m.	Monday, August 14, 2017 6:00 p.m. – 8:00 p.m.	Thursday, August 24, 2017 6:00 p.m. – 8:00 p.m.
Ronald F Deaton Civic Auditorium 100 W 1st St Los Angeles, CA 90012	Mid-Valley Senior Citizen Center 8825 Kester Avenue Panorama City, CA 91402	Westchester Senior Citizen Center 8740 Lincoln Blvd Los Angeles, CA 90045

**All requests for reasonable accommodations must be made three working days in advance of the scheduled meeting date by calling Shilpa Gupta at (213) 485-4560.*


Ways to provide input:

- **Make a comment** at a scoping meeting
- **Submit comments** at sidewalks.lacity.org/environmental-review-process
- **Email** shilpa.gupta@lacity.org with "SRP" in the subject line and a valid mailing address in the email
- **Mail** written comments to:

Shilpa Gupta, Environmental Supervisor I
Los Angeles Bureau of Engineering
Environmental Management Group
1149 S. Broadway, Suite 600, Mail Stop 939
Los Angeles, CA 90015

Visit our website for additional information:
sidewalks.lacity.org/environmental-review-process

SAFE SIDEWALKS LA

Forward to a friend 

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- **Submit comments** at sidewalks.lacity.org/environmental-review-process
- **Email** shilpa.gupta@lacity.org with "SRP" in the subject line and a valid mailing address in the email
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**Shilpa Gupta, Environmental Supervisor I
Los Angeles Bureau of Engineering
Environmental Management Group
1149 S. Broadway, Suite 600, Mail Stop 939
Los Angeles, CA 90015**

Visit our website for additional information:
sidewalks.lacity.org/environmental-review-process



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Appendix C: Safe Sidewalks LA Environmental Review Process Webpage

1. Safe Sidewalks LA Environmental Review Process Webpage

- a. EIR Process Overview**
- b. Ways to Participate**
- c. Webpage Text**



SAFE SIDEWALKS LA

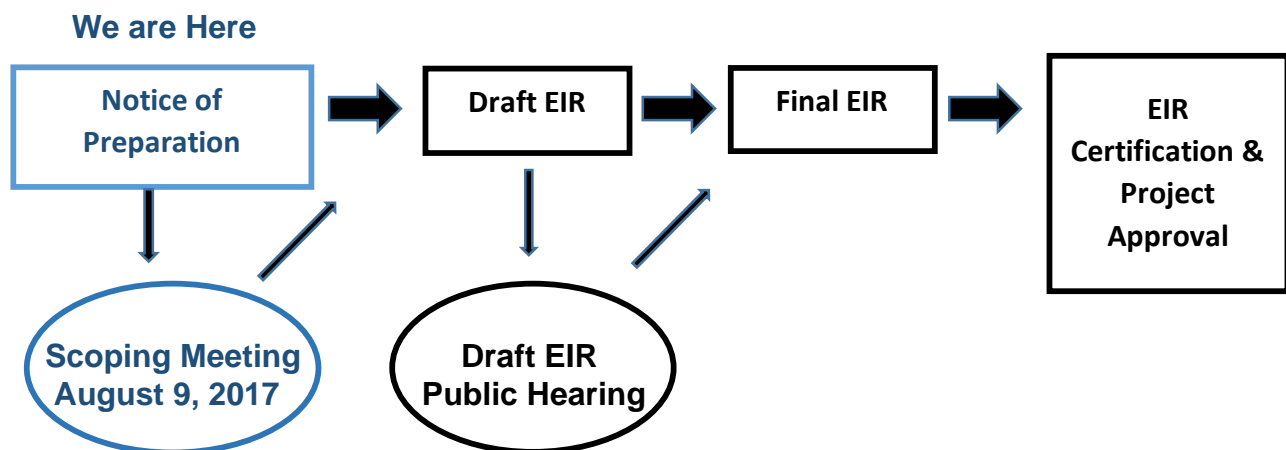


Environmental Review Process

The City of Los Angeles Bureau of Engineering is beginning the environmental review process for the proposed extension of the Safe Sidewalks LA Program. The City has determined that an Environmental Impact Report (EIR) is required. A Notice of Preparation (NOP) and Initial Study (IS), which describe the Sidewalk Repair Program and the anticipated scope of the EIR, are available for public review and comment. This phase in the environmental review process is called the 'scoping period' (see figure below) and typically lasts 30 days.

Agency and public input during the scoping period will shape the scope and content of the analysis in the Draft EIR. Once completed, the Draft EIR will share the results of the technical studies the City conducted and be circulated for public and agency review and comment.

EIR Process Milestones



Environmental documentation related to the proposed Citywide Sidewalk Repair Program can be found here: <http://www.sidewalks.lacity.org/environmental-review-process>

We want your input! Here are the ways to participate:

- Review Sidewalk Repair Program Notice of Preparation/Initial Study and submit comments by mail or email by **September 15, 2017** to:

Shilpa Gupta, Environmental Supervisor I
City of Los Angeles Public Works, Bureau of Engineering



SAFE SIDEWALKS LA



Environmental Management Group
1149 S. Broadway, Suite 600, Mail Stop 939
Los Angeles, CA 90015

- Email: Shilpa.Gupta@lacity.org (Please include 'SRP' in the email subject line)

Please include the name, telephone number, mailing address, and e-mail address of a person to contact if we have any questions regarding your comment.

- Attend a public scoping meeting:

August 9, 2017, 6:00 p.m. – 8:00 p.m.

Ronald F. Deaton Civic Auditorium
100 W 1st Street, Los Angeles, CA 90012

Verbal and written public comments will also be accepted at the meeting.

August 14, 2017, 6:00 p.m. – 8:00 p.m.

Mid-Valley Senior Citizen Center
8825 Kester Avenue, Panorama City, CA 91402

Verbal and written public comments will also be accepted at the meeting.

August 24, 2017, 6:00 p.m. – 8:00 p.m.

Westchester Senior Citizen Center
8740 Lincoln Blvd, Los Angeles, CA 90045

Verbal and written public comments will also be accepted at the meeting.

Documents Available

(Click on underlined text to view or download)

[Sidewalk Repair Program Notice of Preparation \(English\)](#)

[Sidewalk Repair Program Notice of Preparation \(Spanish\)](#)

[Sidewalk Repair Program Notice of Preparation/Initial Study](#)

[Environmental Scoping Meetings Flyer](#)



SIDEWALK REPAIR PROGRAM

Environmental Review Process - We Want Your Comments!

The City of Los Angeles, Bureau of Engineering is the Lead Agency for the environmental review process for the proposed program. The City must consider the potential environmental effects of the proposed program and reduce or avoid these impacts when possible. The City is preparing an Environmental Impact Report (EIR) to discuss these potential impacts. We are now in the scoping phase where the City is requesting comments from regulatory agencies and the public on the Notice of Preparation/Initial Study regarding what environmental issues should be addressed in the EIR. Once the Draft EIR has been prepared, agencies and public will also be invited to review and comment.

Ways to Participate:

- **Provide verbal and/or written comments at the following Scoping Meetings:**

August 9, 2017, 6:00 p.m. – 8:00 p.m.

Ronald F. Deaton Civic Auditorium
100 W 1st Street, Los Angeles, CA 90012

August 14, 2017, 6:00 p.m. – 8:00 p.m.

Mid-Valley Senior Citizen Center
8825 Kester Avenue, Panorama City, CA 91402

August 24, 2017, 6:00 p.m. – 8:00 p.m.

Westchester Senior Citizen Center
8740 Lincoln Blvd, Los Angeles, CA 90045

- **Email comments to:**

Shilpa.Gupta@lacity.org (Please include 'SRP' in the email subject line)

Please include the name, telephone number, mailing address, and e-mail address of a person to contact if we have any questions regarding your comment.

- **Submit a comment card or letter by mail to:**

RE: Sidewalk Repair Program

Shilpa Gupta, Environmental Supervisor I
City of Los Angeles Public Works, Bureau of Engineering
Environmental Management Group
1149 S. Broadway, Suite 600, Mail Stop 939
Los Angeles, CA 90015



SAFE SIDEWALKS LA



- **Questions about the environmental review process? Please call:**
Shilpa Gupta, Environmental Supervisor I, at (213) 485-4560
- **COMMENTS DUE September 15, 2017**

Copies of the Notice of Preparation/Initial Study are available here:

- **Electronic:** <http://www.sidewalks.lacity.org/environmental-review-process>
- **Hard Copies:** Available at the scoping meetings and the following locations

Council District	Organization	Address
CD 1	Lincoln Heights Branch Library	2530 Workman St, Los Angeles, CA 90031
	Cypress Park Branch Library	1150 Cypress Ave, Los Angeles, CA 90065
	Pico Union Branch Library	1030 S Alvarado St, Los Angeles, CA 90006
CD 2	North Hollywood Amelia Earhart Regional Library	5211 Tujunga Ave, North Hollywood, CA 91601
	Valley Plaza Library	12311 Vanowen St, North Hollywood, CA 91605
CD 3	West Valley Regional Branch Library	19036 Vanowen St, Reseda, CA 91335
	Encino-Tarzana Branch Library	18231 Ventura Blvd, Tarzana, CA 91356
CD 4	Sherman Oaks Library	14245 Moorpark St, Sherman Oaks, CA 91423
	Fairfax Branch Public Library	161 S Gardner St, Los Angeles, CA 90036
CD 5	Robertson Library	1719 Robertson Blvd, Los Angeles, CA 90035
	Westwood Branch Library	1246 Glendon Ave, Los Angeles, CA 90024
CD 6	Sun Valley Library	7935 Vineland Ave, Sun Valley, CA 91352
	Panorama City Branch Library	14345 Roscoe Blvd, Panorama City, CA 91402
CD 7	Sunland-Tujunga Branch Library	7771 Foothill Blvd, Tujunga, CA 91042
	Pacoima Branch Library	13605 Van Nuys Blvd, Pacoima, CA 91331
CD 8	Hyde Park Branch Library	2205 W Florence Ave, Los Angeles, CA 90043



SAFE SIDEWALKS LA



	Mark Twain Library	9621 S. Figueroa Street, Los Angeles, CA 90003
CD 9	Ascot Branch Library	120 W Florence Ave, Los Angeles, CA 90003
	Vermont Square Branch Library	1201 W 48th St, Los Angeles, CA 90037
CD 10	Jefferson Library	2211 W Jefferson Blvd, Los Angeles, CA 90018
	Pio Pico Library	694 S Oxford Ave, Los Angeles, CA 90005
CD 11	Westchester Loyola Village Library	7114 W Manchester Ave, Los Angeles, CA 90045
	Mar Vista Branch Library	12006 Venice Blvd, Los Angeles, CA 90066
	West Los Angeles Regional Library	11360 California Route 2, Los Angeles, CA 90025
CD 12	Granada Hills Library	10640 Petit Ave, Granada Hills, CA 91344
	Mid Valley Regional Library	16244 Nordhoff St, North Hills, CA 91343
	Chatsworth Branch Library	21052 Devonshire St, Chatsworth, CA 91311
CD 13	Edendale Branch Library	2011 Sunset Blvd, Los Angeles, CA 90026
	Frances Howard Goldwyn-Hollywood Regional Branch Library	1623 Ivar Ave, Los Angeles, CA 90028
	Silver Lake Branch Library	2411 Glendale Blvd, Los Angeles, CA 90039
CD 14	Arroyo Seco Library	6145 N Figueroa St, Los Angeles, CA 90042
	The Los Angeles Central Library	630 W 5th St, Los Angeles, CA 90071
	El Sereno Branch Library	5226 S. Huntington Drive, Los Angeles, CA 90032
CD 15	San Pedro Regional Library	931 S Gaffey St, San Pedro, CA 90731
	Willowbrook Library	11838 Wilmington Ave, Los Angeles, CA 90059

Organization	Address
City of Los Angeles Bureau of Engineering	1149 S. Broadway, Suite 600, Los Angeles, CA 90015
City of Los Angeles City Clerk	200 N. Spring Street, Room 360, Los Angeles, CA 90012



SAFE SIDEWALKS LA



Sidewalk Repair Program

The City is proposing to continue and expand implementation of the Safe Sidewalks LA Program, also known as the Sidewalk Repair Program, over the next 30 years, meeting the requirements of the approved Settlement Agreement. The proposed program does not include the installation of new sidewalks; only existing sidewalks and walkways will be repaired or replaced under the proposed program.

Work under the proposed program may include the repair, remediation, construction, design, inspection, monitoring and administration of or relating to the following types of improvements:

- Installation of missing curb ramps
- Repair of damage that street tree roots have caused to sidewalk or walkway surfaces
- Upgrading of existing curb ramps
- Repair of broken and/or uneven pavement in the pedestrian rights of way
- Repair of vertical or horizontal displacement or upheaval of the sidewalk or crosswalk surfaces
- Correction of non-compliant cross-slopes in sidewalks or sections of sidewalks
- Removal of protruding and overhanging objects and/or obstructions
- Widening of restricted pedestrian rights of way when required
- Providing clearance to the entrances of public bus shelters
- Repair of excessive gutter slopes at the bottom of curb ramps leading into crosswalks
- Elimination of curb ramp lips on curb ramps
- Installation of accessible tree grates
- Installation of utility covers
- Addressing other non-compliant accessibility conditions, as appropriate

SCOPING PUBLIC COMMENT PERIOD: In accordance with California Environmental Quality Act (CEQA) statutes and Guidelines, the LABOE has prepared a Notice of Preparation (NOP) and an Initial Study (IS) that is being circulated to agencies, organizations, neighbors, interested parties and the general public for review and comment. **Comments on the IS will be accepted until September 15, 2017.** Using the information obtained through the scoping period, the City will prepare an Environmental Impact Report (EIR) to analyze the environmental impacts of the proposed Project and alternatives.



SAFE SIDEWALKS LA



Public scoping meetings will be held on:

August 9, 2017, 6:00 p.m. – 8:00 p.m.

Ronald F. Deaton Civic Auditorium

100 W 1st Street, Los Angeles, CA 90012

Verbal and written public comments will also be accepted at the meeting.

August 14, 2017, 6:00 p.m. – 8:00 p.m.

Mid-Valley Senior Citizen Center

8825 Kester Avenue, Panorama City, CA 91402

Verbal and written public comments will also be accepted at the meeting.

August 24, 2017, 6:00 p.m. – 8:00 p.m.

Westchester Senior Citizen Center

8740 Lincoln Blvd, Los Angeles, CA 90045

Verbal and written public comments will also be accepted at the meeting.

The NOP and IS are available for public review at the following locations:

Council District	Organization	Address
CD 1	Lincoln Heights Branch Library	2530 Workman St, Los Angeles, CA 90031
	Cypress Park Branch Library	1150 Cypress Ave, Los Angeles, CA 90065
	Pico Union Branch Library	1030 S Alvarado St, Los Angeles, CA 90006
CD 2	North Hollywood Amelia Earhart Regional Library	5211 Tujunga Ave, North Hollywood, CA 91601
	Valley Plaza Library	12311 Vanowen St, North Hollywood, CA 91605
CD 3	West Valley Regional Branch Library	19036 Vanowen St, Reseda, CA 91335
	Encino-Tarzana Branch Library	18231 Ventura Blvd, Tarzana, CA 91356
CD 4	Sherman Oaks Library	14245 Moorpark St, Sherman Oaks, CA 91423
	Fairfax Branch Public Library	161 S Gardner St, Los Angeles, CA 90036
CD 5	Robertson Library	1719 Robertson Blvd, Los Angeles, CA 90035



SAFE SIDEWALKS LA



	Westwood Branch Library	1246 Glendon Ave, Los Angeles, CA 90024
CD 6	Sun Valley Library	7935 Vineland Ave, Sun Valley, CA 91352
	Panorama City Branch Library	14345 Roscoe Blvd, Panorama City, CA 91402
CD 7	Sunland-Tujunga Branch Library	7771 Foothill Blvd, Tujunga, CA 91042
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Organization	Address
City of Los Angeles Bureau of Engineering	1149 S. Broadway, Suite 600, Los Angeles, CA 90015
City of Los Angeles City Clerk	200 N. Spring Street, Room 360, Los Angeles, CA 90012

Please send your written comments by **September 15, 2017** to:

Shilpa Gupta, Environmental Supervisor I
 City of Los Angeles Public Works, Bureau of Engineering
 Environmental Management Group
 1149 S. Broadway, Suite 600, Mail Stop 939

Comments may also be submitted by email to Shilpa.Gupta@lacity.org (please include 'SRP' in the subject line). Please also include the name, telephone number, mailing address, and e-mail address of a person to contact if we have any questions regarding your comment.

Report

Review Status Public Review Period

(Click on underlined text to view report)

**Citywide Sidewalk Repair Program
 Notice of Preparation (English)**

**Citywide Sidewalk Repair Program
 Notice of Preparation (Spanish)**

**Citywide Sidewalk Repair Program
 Notice of Preparation/Initial Study**

Open

7/27/17 - 9/15/17

Appendix D: Additional Outreach

- 1. Stakeholder Email Campaigns**
 - a. Email Campaigns
- 2. Neighborhood Council Announcements**
 - a. Sign-Up Sheets
- 3. City Council Offices**
 - a. City Council Social Media Posts

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Participate in the Sidewalk Repair Program's First Environmental Review Meeting Tomorrow (Wednesday)!

Learn about the proposed Project and EIR process.

Wednesday, August 9, 2017

6:00 p.m. – 8:00 p.m.

Ronald F Deaton Civic Auditorium

100 W 1st St

Los Angeles, CA 90012

**All requests for reasonable accommodations must be made three working days in advance of the scheduled meeting date by calling Shilpa Gupta at (213) 485-4560.*

The Sidewalk Repair Program

- The purpose of the Sidewalk Repair Program (proposed Project) is to continue to amend and expand implementation of Safe Sidewalks LA and make City

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- The proposed Project would repair and upgrade sidewalks and curb ramps throughout the City of Los Angeles.
- Street tree removals and replacements, along with utility relocations, may be needed.
- The City may adopt policies and/or ordinances to assist in the administration of the proposed Sidewalk Repair Program and its objectives.
- A Notice of Preparation (NOP) and Initial Study (IS), which describe the proposed Sidewalk Repair Program and the anticipated scope of the EIR, are available for public review and comment at sidewalks.lacity.org/environmental-review-process.

Can't make it? Additional ways to get involved:

- **Make a comment** at a scoping meeting ([additional dates here](#))
- **Submit comments** at sidewalks.lacity.org/environmental-review-process
- **Email** shilpa.gupta@lacity.org with "SRP" in the subject line and a valid mailing address in the email
- **Mail** written comments to:

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**Participate in the Sidewalk Repair Program's
Second Environmental Review Meeting - TONIGHT!**

Learn about the proposed Project and EIR process.

Monday, August 14, 2017

6:00 p.m. – 8:00 p.m.

Mid-Valley Senior Citizen Center

8825 Kester Avenue

Panorama City, CA 91402

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Learn about the proposed Project and EIR process.

Monday, August 14, 2017 6:00 p.m. – 8:00 p.m.
Mid-Valley Senior Citizen Center 8825 Kester Avenue Panorama City, CA 91402

**All requests for reasonable accommodations must be made three working days in advance of the scheduled meeting date by calling Shilpa Gupta at (213) 485-4560.*

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**Participate in the Sidewalk Repair Program's
Last Environmental Review Meeting - THURSDAY!**

Learn about the proposed Project and EIR process.

Thursday, August 24, 2017

6:00 p.m. – 8:00 p.m.

Westchester Senior Citizen Center

8740 Lincoln Blvd

Los Angeles, CA 90045

**All requests for reasonable accommodations must be made three working days in advance of the scheduled meeting date by calling Shilpa Gupta at (213) 485-4560.*

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The Sidewalk Repair Program's Environmental Review Comment Period is Ending - September 15th!

[Provide Your Feedback Here](#)

The Sidewalk Repair Program

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Friday, September 15th!**

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Sidewalk Repair Program Environmental Review Process

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Sidewalk Repair Program Environmental Review Process

To receive additional updates and information on the Sidewalk Repair Program's Environmental Review Process, please sign up below.

First Name (Please Print Clearly)	Last Name (Please Print Clearly)	Email (Please Print Clearly)
Riccardo Watkins →		RICCARDAW@Yahoo.com
LDA B Jones		
Heraldine Julech		
Birgitta Croil		GeneralRepl@MINCLA.ORG
Fernest Dominguez	gorg	ernest.dominguez@sbcglobal.net
Valaida Gory		region8rep@mincla.org
MINC		info@mincla.org
Lawrence Klutse	Klutse	organization.Repl@Mincla.org
NICK SPANIO	SPANIO	ntspanio@yahoo.com
- NOEL BRATHWAITE	BRATHWAITE	Noel.brathwaite@gmail.com
Lindsay Brathwaite	De May	Lmdemay@gmail.com
- Marguerite Davis		Marguerite-Davis@att.net
- Vevaniza	Rios	V_e_v_r_i_o_s_2@yahoo.com
Julianne	Lassleben	jlassleben@gmail.com
Shelley Curious	C. Brown	curiousrc@me.com
Raul	LOPEZ	rlopez@larsa.org
Chin	Thammasaengsi	LaFayetteThammasaengsi@gmail.com
Steve	Dunwoody	stevedunwoody@gmail.com
Brittany Blackie		brittany.blackie@gmail.com
Noel Brathwaite		
Marguerite Davis		
Vevaniza Rios		
vevaniza		

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Sidewalk Repair Program Environmental Review Process

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Sidewalk Repair Program Environmental Review Process

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	First Name	Last Name	Email
1.	Laurie	Nemschoff	nemschofflaura@mindspring.com
	Ruth	Scribner	scribsrners@aol.com
	Susan	Ganford	santfordst@aatt.net
	Debbie	Gaughan	debgaughe@sbcglobal.net
2.	Rachel	Abebe	rachyegarcia@yahoo.com
3.	Alem	Abebe	alemefle@yahoo.com
	Getahun	ASFAW	Getahuna@hotmail.com
	Keysha	Baynes	keyshab@comcast.net
4.	Lubanga	Tilahun	lubanja.LT@gmail.com
	DAVID Berhanu?	DAHUKE	DADADAHUKE@gmail.com
5.	Berhanu	ASFAR	berhanuasfar@yahoo.com
	Ann	Davenport	ann.davenport85@gmail.com
6.	FARMER	FARMER	farmerfarmer40@aol.com
	Diana?		farmer.farmer40?
1.	Laurie	Nemschoff	nemschofflaura@mindspring.com
2.			
3.	Alem	Abebe	alemefle@yahoo.com ✓
4.	Lubanga	Tilahun	lubanja.LT@gmail.com ✓
5.	Berhanu	Asfaw	berhanuasfar@yahoo.com ✓
6.	Dianna	Farmer	farmerfarmer4@aol.com
			alemefleyahoo.com

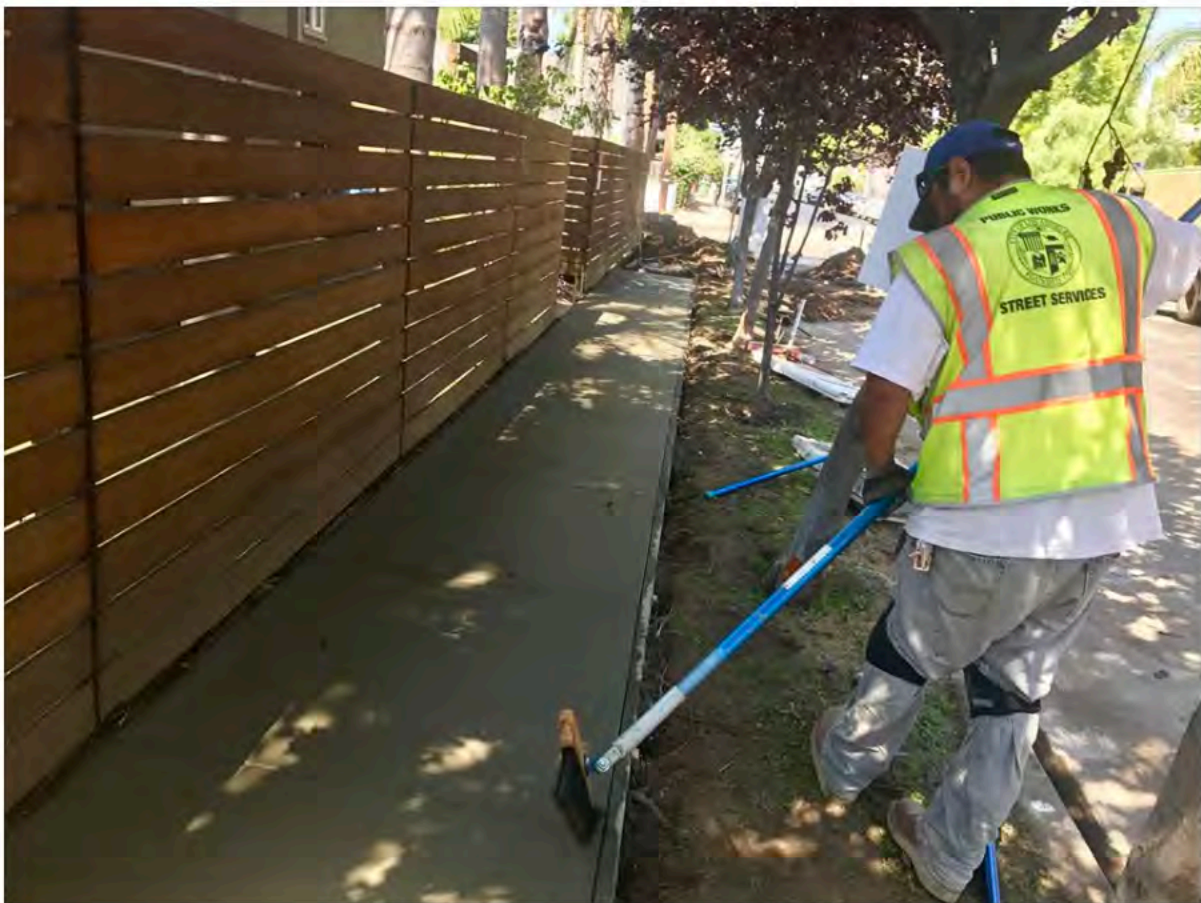


Councilmember Mike Bonin

Yesterday at 8:06am · 🌐

City crews are hard at work in CD11 this week! Shout out to the Bureau of Street Services for fixing the Shell Avenue sidewalk in Venice.

Do you have recommendations for the City on its Sidewalk Repair Program EIR? Get your comment on the official record this week by visiting <http://sidewalks.lacity.commentinput.com/>"



Like



Comment



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Kristina Korn Shires, Heidi Buech and 28 others

Chronological ▾

2 Shares



Mitch Englander @Mitch_Englander · 23h



LA's Sidewalk Repair Program Environmental Review Open Comment ends Sept 15. Info: sidewalks.lacity.org/environmental-... Comment: sidewalks.lacity.commentinput.com



3



Mitchell Englander - Los Angeles City Councilmember

23 hrs · 🌐



LA's Sidewalk Repair Program Environmental Review Comment Period ends on September 15th.

For more information, go to sidewalks.lacity.org/environmental-review-process and to comment, go to sidewalks.lacity.commentinput.com.



Like



Comment



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Reseda Blvd

1 Share



Councilmember Marqueece Harris-Dawson

20 hrs · 🌐



The comment period for the Environmental Review of the City's Sidewalk Repair Program is Ending on Friday, September 15th!

Make sure you share your thoughts with the city, including the needs we have in [#SouthLA](#).

Get your comment on the official record by visiting <http://sidewalks.lacity.commentinput.com>.

Sidewalk Repair Program

[SIDEWALKS.LACITY.COMMENTINPUT.COM](http://sidewalks.lacity.commentinput.com)



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Nicole Vick, Jesse Aguiar and 4 others

12 Shares



Jose Huizar

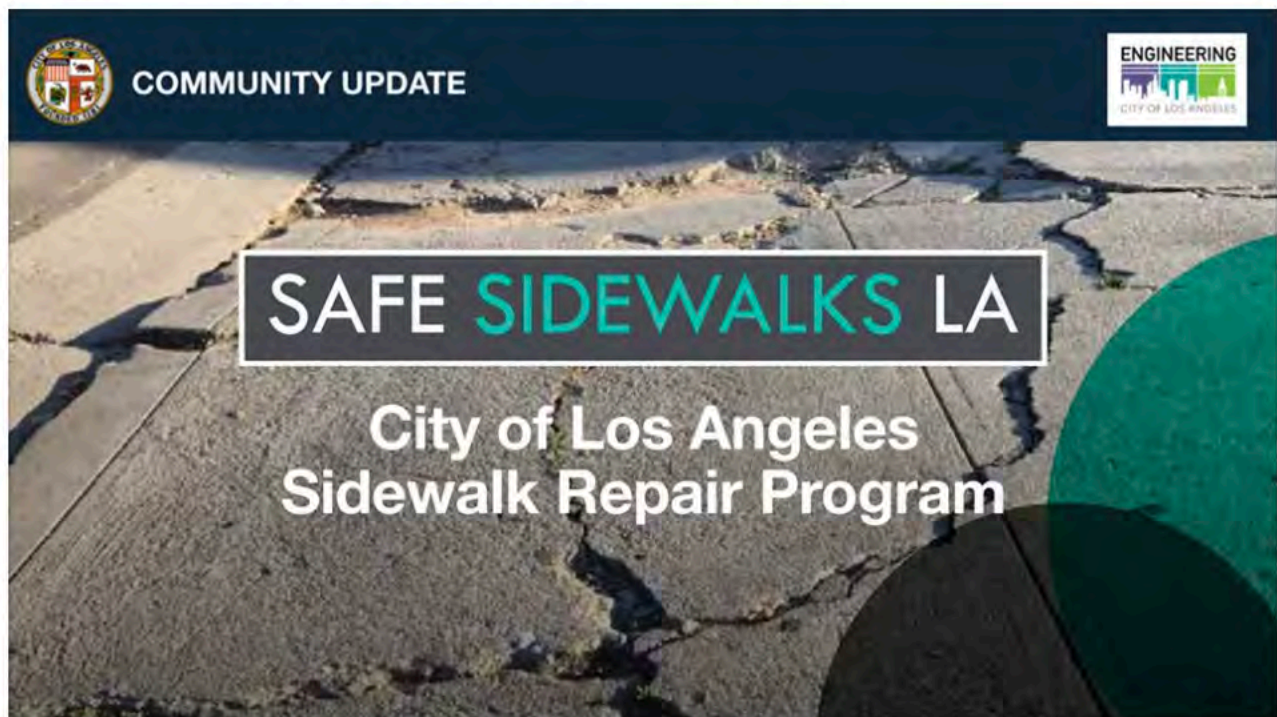
54 mins · 🌐



The [#CityofLA](#) is conducting an environmental review process for the sidewalk repair program and the public comment period ends on Friday. Make your voice heard about what you want to see, including improvements in [#CD14](#)!

Leave your comment for the official record here:

<http://sidewalks.lacity.commentinput.com/?id=BNbMi>



Like



Comment



Share



Nick Saturn, Katherine Quintanilla and 3 others

Top Comments ▾

1 Share

1 Comment



Jose Huizar @josehuizar · 53m

#CityofLA is undergoing a Sidewalk Repair Program & you can make your voice heard until Friday. Comment here: sidewalks.lacity.commentinput.com/?id=BNbMi



1



1

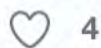


1



Paul Koretz @PaulKoretzCD5 · Sep 7

Comment Period for the Environmental Review of the City's Sidewalk Repair Program is Ending on Friday, September 15th! COMMENT ONLINE





LEGISLATIVE ACTION

Perfecting the Parkway Policy

The City of Los Angeles will no longer allow people to park their cars in a parkway (the space between the sidewalk and curb.) Under L.A.M.C. 80.53, no person shall stop, stand or park a vehicle within the area of a parkway. A parkway can also be located where no curb exists between the sidewalk and the public street, the area reserved by the City for landscaping and utilities.

The move was prompted by parked vehicles blocking the pedestrian right of way. This is both a safety hazard and a neighborhood nuisance. Councilmember Koretz, who serves on the Transportation Committee, was happy to usher this improvement to our communities. The Department of Transportation has been placing warnings on vehicles in the past weeks but will begin enforcement (issuing parking citations) on August 14.



COMMUNITY IMPROVEMENTS

Upper Stone Canyon Reservoir Project

The LADWP has begun a water quality improvement project on Upper Stone Canyon Reservoir that will protect water quality, enhance water storage and improve area fire protection. Residents will begin to see more truck activity beginning



Upper Stone Canyon Reservoir Project

The LADWP has begun a water quality improvement project on Upper Stone Canyon Reservoir that will protect water quality, enhance water storage and improve area fire protection. Residents will begin to see more truck activity beginning next week using the I-405 freeway and Mulholland Drive to access the property.

Please note: No trucks are allowed to head east from the reservoir. Heavier truck traffic between the hours of 7:00am-5:00pm will begin in mid-September. Some Saturday work may be required. For project updates, please visit www.LADWP.com/upperstone.



SoCalGas Pipeline Replacement Project on Sepulveda Blvd. will continue through late December 2017

SoCalGas has begun conducting pipeline safety work on South Sepulveda Boulevard between Sepulveda Way and Casiano Road Los Angeles. While no interruption to natural gas service is anticipated, drivers might want to think about finding alternate routes in their commute. This effort is part of SoCalGas' Pipeline Safety Enhancement Plan (PSEP), a multi-billion-dollar program that tests and updates the natural gas pipeline infrastructure in Southern California.

Customers with questions or concerns about the construction work may call SoCalGas' Customer Contact Center anytime, 24 hours a day, seven days a week at [1-800-427-2200](tel:1-800-427-2200). Customers may smell the odor of natural gas. Although this is normal when crews are working, SoCalGas encourages anyone who has concerns about the smell of gas to call from a safe location.

WORK: Monday - Friday: 9:00am - 3:30pm
HOURS Saturday 8:00am - 6:00pm

Some night work from 10:00pm-6:00am at the intersection of Moraga and Sepulveda.

Westwood Greenway: Overland Ave. to Westwood Blvd

This week, the LA Conservation Corps' Clean and Green team was out cleaning up the southern portion of the Westwood Greenway from Overland Ave. to Westwood Blvd. More than 30 kids from the program helped remove weeds, dry brush, and gave much needed care to the Greenway.



Burbank Blvd improvements: Balboa Blvd to Hayvenhurst

The Department of Street Services did an amazing job clearing the weeds along the median on Burbank Blvd. from Balboa to Hayvenhurst. In addition, the Army Corp of Engineers is cleaning out the trash and debris on the south side of the street for fire safety. Councilmember Koretz

Burbank Blvd improvements: Balboa Blvd to Hayvenhurst

The Department of Street Services did an amazing job clearing the weeds along the median on Burbank Blvd. from Balboa to Hayvenhurst. In addition, the Army Corp of Engineers is cleaning out the trash and debris on the south side of the street for fire safety. Councilmember Koretz would like to thank Street Services and the Army Corp for helping keep our neighborhoods safe and clean.

OUT IN THE COMMUNITY

Homeless Encampments

Every month our office receives an average of two hundred fifty calls with questions about homeless encampments, the process for cleaning up encampments and the services offered to homeless individuals.

Following the direction and guidance of the City Attorney's office, here's the process:

1. If you are concerned about a homeless encampment in the Fifth District, please send an email to Paul.Koretz@lacity.org with a photo and the closest address to its location.
2. A field deputy will notify you that they've received the request and will then submit the information to the Bureau of Sanitation.
3. When the Bureau of Sanitation authorizes a homeless encampment cleanup, a report will be sent to the Los Angeles Homeless Service Authority (LAHSA), where LAHSA field representatives will engage with the homeless person at least three times.
4. If the homeless individual(s) refuse services provided through LAHSA, the Authority will then notify the Bureau of Sanitation to process the encampment for cleanup.
5. Each Council District is provided one day per month when the top five homeless encampments will be cleaned up. The Council office provides the top five locations to the Bureau of Sanitation.
6. The Bureau of Sanitation then coordinates with the local Police Divisions for the determined encampment cleanup day. Please note that due to safety concerns, the Bureau will not clean an encampment if the LAPD is not present.
7. The Bureau of Sanitation will post a 72-hour notice near the homeless encampment informing the homeless individual(s) how long they have until the City arrives to service the area.
8. The Bureau of Sanitation and the LAPD arrive at the requested site directing the homeless person to move their personal belongings so that the Bureau can remove all hazardous waste, trash/debris, and power wash the area.

Please note that when the Bureau of Sanitation completely sanitizes the area, the homeless individual(s) may return to the location. As this happens quite often, please refer to the first step so that the location is re-authorized for cleanup. The Bureau is not allowed to return to a location after it has been serviced, and they cannot refer to an old authorization in order to expedite a service clean up. Altogether, the time it takes the City to coordinate and process an encampment is 10 to 20 business days.

Art and Culture in Council District 5

The Cultural Affairs Commission has approved two public art projects this month in the Fifth Council district -- the Freedom Sculpture and the Overland Avenue Mural.



Art and Culture in Council District 5

The Cultural Affairs Commission has approved two public art projects this month in the Fifth Council district -- the Freedom Sculpture and the Overland Avenue Mural.

The Freedom Sculpture, a Statue of Liberty for the West Coast, was installed this summer on the 4th of July, and is now officially managed by the City of Los Angeles. Gifted by the Farhang Foundation to celebrate freedom and Iranian-American culture, the sculpture symbolizes the promotion of cultural diversity in West Los Angeles. Councilmember Koretz was honored to accept this gift on behalf of the City of Los Angeles.



The Cultural Affairs Commission also approved the Overland Avenue Mural which will be installed on the retaining wall of the 3200 block of Overland Ave. The mural will showcase a number of indigenous species to the West Los Angeles area, with an otherworldly sense of space using abstract color and shapes.



FRIENDLY REMINDERS

The Sidewalk Repair Program Environmental Review Has Begun

As we have previously reported, the City has engaged in a massive Sidewalk Repair Program in part to repair and upgrade sidewalks and curb ramps adjacent to City-owned pedestrian facilities so that they are compliant with applicable accessibility requirements. Street tree removals and replacements, along with utility relocations, may be needed, as well. Additionally, the City may adopt policies and/or ordinances to assist in the administration of the proposed Sidewalk Repair Program and its objectives.



In order to do this, the City must engage in an environmental review of the project. A Notice of Preparation (NOP) and Initial Study (IS), which describe the proposed Sidewalk Repair Program and the anticipated scope of the Environmental Impact Review, are available for public review and comment at the following website: sidewalks.lacity.org/environmental-review-process.

Make a comment at one of the remaining scoping meetings this month:

Monday, August 14, 2017
6:00 p.m. – 8:00 p.m.
Mid-Valley Senior Citizen Center
8825 Kester Avenue

Thursday, August 24, 2017
6:00 p.m. – 8:00 p.m.
Westchester Senior Citizen Center
8740 Lincoln Blvd

Make a comment at one of the remaining scoping meetings this month:

Monday, August 14, 2017
6:00 p.m. – 8:00 p.m.
Mid-Valley Senior Citizen
Center
8825 Kester Avenue
Panorama City, CA 91402

Thursday, August 24, 2017
6:00 p.m. – 8:00 p.m.
Westchester Senior Citizen
Center
8740 Lincoln Blvd
Los Angeles, CA 90045

Submit comments at sidewalks.lacity.org/environmental-review-process

Email shilpa.gupta@lacity.org with "SRP" in the subject line and a valid mailing address in the email

Mail written comments to:

Shilpa Gupta, Environmental Supervisor I
Los Angeles Bureau of Engineering
Environmental Management Group
1149 S. Broadway, Suite 600, Mail Stop 939
Los Angeles, CA 90015

Planning 101 Trainings for LA Community Members

Friendly reminder: The Department of City Planning and the Department of Neighborhood Empowerment will be hosting a series of Planning 101 Trainings throughout the month of August. The trainings are intended to provide an overview of the basic elements of planning, land use, and zoning for community members who are new to the planning process or for those who would like to get a refresher course. Please RSVP if you would like to attend one of these trainings by email lisette.covarubias@lacity.org or via phone at [213.978.1321](tel:213.978.1321).

West:

Wednesday, August 16, 6:00pm-9:30pm
Westchester Municipal Building, Community Room
7166 W. Manchester Ave.
Los Angeles, CA 90045

Valley:

Monday, August 28, 6:00pm-9:30pm
Pacoima City Hall
13520 Van Nuys Blvd, 2nd Floor
Pacoima, CA 91342



Follow Us



Friendly reminder: The Department of City Planning and the Department of Neighborhood Empowerment will be hosting a series of Planning 101 Trainings throughout the month of August. The trainings are intended to provide an overview of the basic elements of planning, land use, and zoning for community members who are new to the planning process or for those who would like to get a refresher course. Please RSVP if you would like to attend one of these trainings by email lisette.covarubias@lacity.org or via phone at [213.978.1321](tel:213.978.1321).

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13520 Van Nuys Blvd, 2nd Floor
Pacoima, CA 91342



Follow Us



This message was sent to: by:

Los Angeles Councilmember Paul Koretz
200 N. Spring Street, Rm. 440
Los Angeles, CA 90012
(213) 473-7005

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If you would like to be removed from this list, please [click here](#).

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SimpleSend
www.simplesend.com



Paul Krekorian

20 hrs · 🌐



#SafeSidewalksLA wants to hear from you. The City of Los Angeles is conducting an environmental review process for the sidewalk repair program. As we move ahead with our comprehensive plan to fix sidewalks, the review will continue to amend and expand the repair program over the next 30 years. The comment period ends Friday, Sept. 15. You can submit your feedback online at <http://sidewalks.lacity.org/environmental-review-process>



Environmental Review Process | Safe Sidewalks LA

NEW! Please see the attached presentation from the Scoping Meeting held on August 9, 2017 at the Deaton Auditorium. Sidewalk Repair Program Scoping...

SIDEWALKS.LACITY.ORG



Like



Comment



Share



Sam Baker and JoAnn Krekorian

Top Comments ▾

1 Share



Paul Krekorian @PaulKrekorian · 21h

#SafeSidewalksLA wants to hear from you. Submit your feedback about the city's 30 year plan to fix sidewalks in LA. ow.ly/yd3d30fa2zv



1



1



2



Nury Martinez

2 hrs · 🌐



The City of Los Angeles is conducting an environmental review process for the sidewalk repair program, Safe Sidewalks LA.

The time period for the public to submit comments and concerns on the environmental Notice of Preparation/Initial Study ends on Friday September 15, 2017

The City of Los Angeles encourages members of the public to submit a comment by going to the Safe Sidewalks LA comment page at <http://sidewalks.lacity.commentinput.com/>. Comments can be submitted online or in writing via mail.

The purpose of the environmental review is to continue to amend and expand implementation of the sidewalk repair program and make City pedestrian facilities compliant with applicable accessibility requirements.



Like



Comment



Share



Mayra Garcia, Cindy Ortiz and 5 others



Councilmember David E. Ryu

19 hrs · 🌐



The city wants to hear from you!
Comment Period for the Environmental Review of the City's Sidewalk Repair Program is ending this Friday, September 15th.

Get your comment on the official record here:

<http://sidewalks.lacity.commentinput.com>.

Sidewalk Repair Program

SIDEWALKS.LACITY.COMMENTINPUT.COM



Like



Comment



Share



5

Top Comments ▾



Councilmember David Ryu, Council District 4 AGENCY

The City of Los Angeles is conducting an environmental review process for the sidewalk repair program, Safe Sidewalks LA.

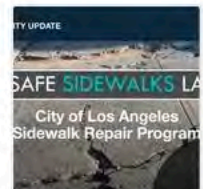
The time period for the public to submit comments and concerns on the environmental Notice of Preparation/Initial Study ends on Friday September 15, 2017

The City of Los Angeles encourages members of the public to submit a comment by going to the Safe Sidewalks LA comment page at <http://sidewalks.lacity.commentinput.com....> Comments can be submitted online or in writing via mail.

About the Sidewalk Repair Program

The purpose of the...[Read more](#)

Sep 11 in General to subscribers of Council District 4



[View or reply](#)

[Thank](#) · [Private message](#)



David E. Ryu  @davideryu · 19h

Public comment for the Environmental Review of the City's Sidewalk Repair Program ends Friday 9/15. Comment here: sidewalks.lacity.commentinput.com



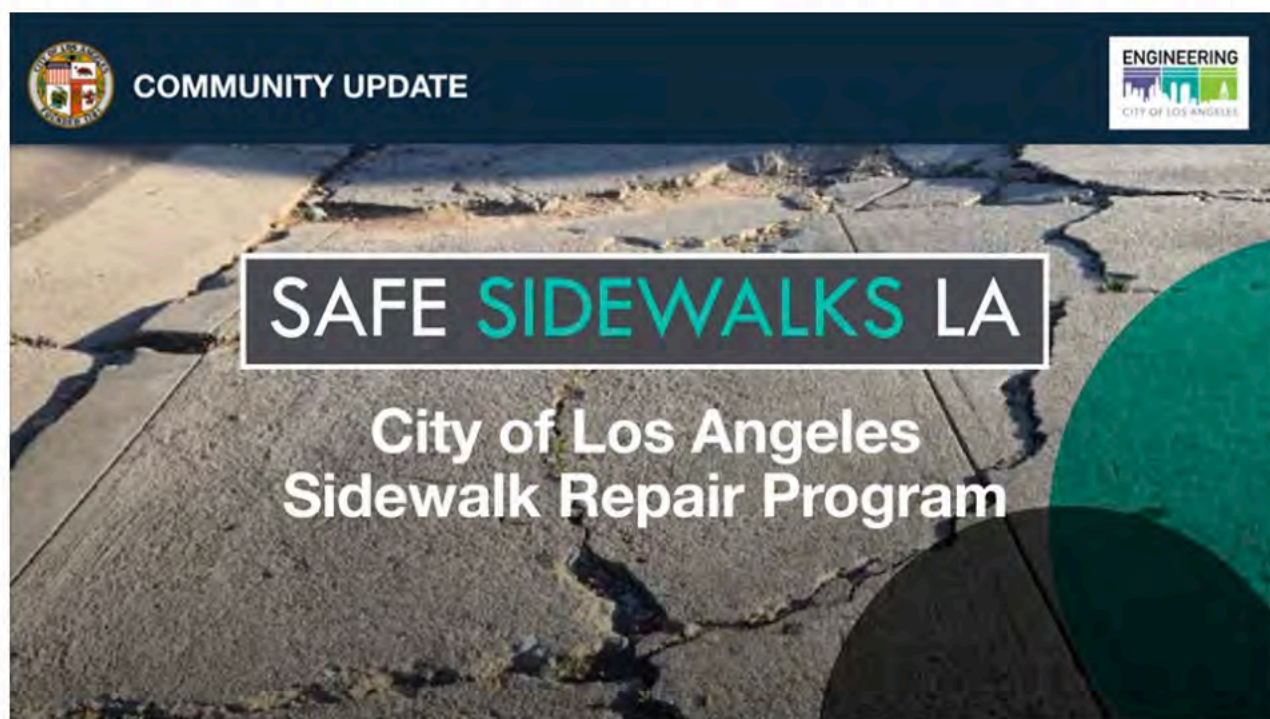


Herb J. Wesson, Jr.

September 10 at 10:30am · 🌐



The City is conducting an environmental review of Safe Sidewalks LA, our Sidewalk Repair Program, and we want to hear from you. Share your thoughts on this program at <http://sidewalks.lacity.commentinput.com>.



Like



Comment



Share



Nery Larios Velasquez, Jacqueline Nunn and 3 others

Top Comments ▾



Herb J. Wesson, Jr. ✓ @HerbJWesson · Sep 8

The City is doing an environmental review for Safe Sidewalks L.A and wants to hear from you. Share your thoughts bit.ly/2wN8qDg



2



6



4

Weigh-In on SafeSidewalks L.A.

Home > Newsletter > Weigh-In on SafeSidewalks L.A.

**12 Sep Weigh-In on SafeSidewalks L.A.**

Posted at 20:07h in Newsletter by Carolinn Mejza • Share

The City of Los Angeles is conducting an environmental review of Safe Sidewalks L.A., the City's sidewalk repair program, and wants to hear from you. The purpose of the review is to continue amending and implementing the sidewalk repair program and make our pedestrian areas more accessible. Provide your comments before the September 15th deadline at <http://sidewalks.lacity.commentinput.com>

Recent Posts

Opening Kaiser Permanente Baldwin Hills-Crenshaw

Kicking off Civic Engagement Month with EmpowerLA

Celebrating the 90th Anniversary of the L.A. County Fair

Lunch with Rabbi Rubin and Congregation Etz Chaim of Hancock Park

Increasing Immigrant Protections Following DACA Decision

LAFD in Houston and Florida

Weigh-In on SafeSidewalks L.A.

Categories

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News

Newsletter

Press Releases

Statement

Video

Newsletter

Sign up to receive our "Eye on the 10th" newsletter.

Email

SUBSCRIBE**Twitter**

Herb J. Wesson, Jr.
@HerbJWesson
09/20/2017 @ 7:27

Our thoughts and prayers are with Mexico City and those affected by the earthquake.
<https://t.co/VtTwzeQbdo>

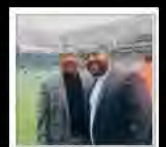
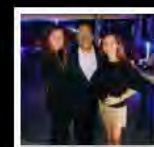
**Follow @HerbJ****Facebook**

Herb J. Wesson, Jr.
Herb J. Wesson, Jr.
added 9 new

photos.

09/19/2017 @ 13:05

It's been an amazing week celebrating #LA2028 and the Olympic Games officially returning to Los Angeles. We welcomed Mayor Eric Garcetti, Casey Wasserman...

**View on Facebook****Instagram**

Appendix E: Public Information Materials

1. Informational Materials – Handouts

- a. Station Guide
- b. Brochure
- c. Speaker Card
- d. Written Comment Sheet

2. Informational Materials – Project Display Boards

3. Informational Materials – Project Presentation

STATION ROAD MAP WELCOME!

SAFE SIDEWALKS LA



USE THIS "STATION ROAD MAP" TO GUIDE YOUR EXPERIENCE.

1. START HERE

Make sure you sign-in to receive project updates.

2. PROPOSED PROJECT

Learn more about Safe Sidewalks LA and the proposed Project.

3. ENVIRONMENTAL REVIEW PROCESS

Learn about the environmental review process and the potential environmental impacts identified.

4. STREET TREES

Learn about the environmental impacts associated with street tree removal and replacement.

5. COMMENTS

Provide your input.



HOW TO PARTICIPATE IN TONIGHT'S MEETING

Thank you for taking the time to participate in the public scoping meeting for the proposed Sidewalk Repair Program ("proposed Project"). Tonight you will learn more about the Environmental Review Process and have an opportunity to provide input on the proposed Project.

- 1 Sign-In.**
- 2 Visit the Stations.**
- 3 Learn** about the proposed Project at 6:15 p.m.
- 4 Comment:**
 - **Written** - comment via the comment sheets or electronically on laptops provided.
 - **Oral** - Speak during the public comment portion of tonight's meeting by filling out a speaker card.

OTHER WAYS TO GET YOUR COMMENT ON THE OFFICIAL RECORD:

- 1** Submit a comment via the comment sheets or laptops provided.
- 2** Submit comments at sidewalks.lacity.org/environmental-review-process.
- 3** Email shilpa.gupta@lacity.org with "SRP" in the subject line and a valid mailing address in the email.
- 4** Mail a comment by September 15, 2017 to:

Shilpa Gupta

Environmental Supervisor I
Los Angeles Bureau of Engineering
Environmental Management Group
1149 S. Broadway, Suite 600, Mail Stop 939
Los Angeles, CA 90015

THANK YOU!

Visit our website for additional information: sidewalks.lacity.org/environmental-review-process



SAFE SIDEWALKS LA

Sidewalk Repair Program Environmental Study

Continuing, Amending and Expanding Safe Sidewalks LA

- The purpose of the Sidewalk Repair Program (proposed Project) is to continue to amend and expand implementation of Safe Sidewalks LA and make City pedestrian facilities compliant with applicable accessibility requirements.
- The proposed Project would repair and upgrade sidewalks and curb ramps throughout the City of Los Angeles.
- Street tree removals and replacements, along with utility relocations, may be needed.
- The City may adopt policies and/or ordinances to assist in the administration of the proposed Sidewalk Repair Program and its objectives.
- A Notice of Preparation (NOP) and Initial Study (IS), which describe the proposed Sidewalk Repair Program and the anticipated scope of the Environmental Impact Report (EIR), are available for public review and comment at sidewalks.lacity.org/environmental-review-process.

Environmental Review Process



To Provide Input:



ATTEND

Public Scoping Meetings.
All presentations start at
6:15 p.m. (See reverse
side for details).



ONLINE

Visit [sidewalks.lacity.org/
environmental-review-process](https://sidewalks.lacity.org/environmental-review-process).



EMAIL

shilpa.gupta@lacity.org with
“SRP” in the subject line and a
valid mailing address in the email.



MAIL

You can mail written
comments to Shilpa Gupta
(address below).

Written Comments Mailing Address:

Shilpa Gupta, Environmental Supervisor I Los Angeles Bureau of Engineering Environmental Management Group
1149 S. Broadway, Suite 600, Mail Stop 939 Los Angeles, CA 90015

Wednesday, August 9, 2017
6:00 p.m. – 8:00 p.m.
(presentation starts at 6:15)

Ronald F Deaton
Civic Auditorium
 100 W 1st St
 Los Angeles, CA 90012

Monday, August 14, 2017
6:00 p.m. – 8:00 p.m.
(presentation starts at 6:15)

Mid-Valley Senior
Citizen Center
 8825 Kester Avenue
 Panorama City, CA 91402

Thursday, August 24, 2017
6:00 p.m. – 8:00 p.m.
(presentation starts at 6:15)

Westchester Senior
Citizen Center
 8740 Lincoln Blvd
 Los Angeles, CA 90045

*All requests for reasonable accommodations must be made three working days in advance of the scheduled meeting date by calling Shilpa Gupta at: **(213) 485-4560**.

Frequently Asked Questions

Q: *What is the proposed Project?*

A: The proposed Project would continue, amend and expand implementation of Safe Sidewalks LA over approximately 30 years to make City pedestrian facilities compliant with applicable accessibility requirements. Existing sidewalks and walkways will be repaired or replaced under the proposed Project. Street tree removals and replacements, along with utility relocations, may be needed. The City may also adopt policies and/or ordinances to assist in the administration of the proposed Project.

Q: *What is Safe Sidewalks LA and how does it work ?*

A: Safe Sidewalks LA is an ongoing sidewalk repair program that offers three ways for constituents to initiate repairs:

- Access Request - Individuals with a mobility disability may submit a request for a sidewalk repair.
- Rebate - Any residential or commercial property owner may voluntarily repair a sidewalk to meet accessibility requirements and then receive a rebate in a specified amount.
- Report a Sidewalk Problem - The general public may report a sidewalk in need of repair.
- For additional information regarding Safe Sidewalks LA, please visit sidewalks.lacity.org.

Q: *How will street trees be impacted by the Project?*

A: The proposed Project will potentially result in the removal of large quantities of mature street trees that are the cause of sidewalk damage. Street trees are expected to be replaced at a 2:1 ratio, consistent with current City policy. An ordinance and/or policy may be developed to establish criteria for the proposed Project related to street tree preservation, and removal and replacement. The Initial Study discusses the potential impacts from the proposed Project related to street trees.

Q: *Where can I get more information about the environmental review process?*

A: Visit sidewalks.lacity.org/environmental-review-process; review the NOP and IS; and submit your comments regarding potential environmental impacts of the proposed Project. Comments are due by September 15, 2017.

Copies of the NOP and IS are available in 35 libraries across the City of Los Angeles for review. A map of the public library locations is available at the webpage above.

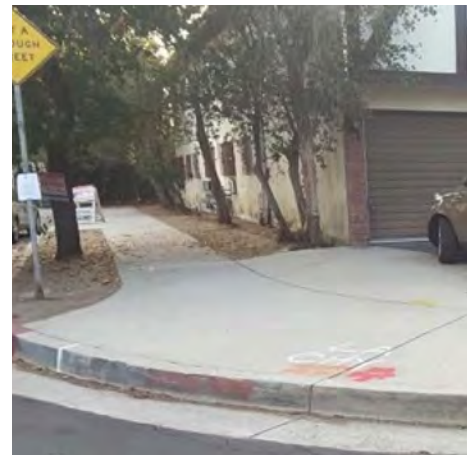
Examples of Sidewalk Damage and Access Barriers



Cracking



Uplift



Missing curb ramps



SAFE SIDEWALKS LA

Estudio ambiental del Programa de Reparación de Aceras

Continuar, modificar y expandir “Aceras Seguras para Los Ángeles”

- El propósito de la propuesta de Programa de Reparación de Aceras es el de continuar, modificar y expandir la implementación de Aceras Seguras para Los Angeles, a fin de que los servicios para los peatones urbanos cumplan con los requerimientos aplicables de accesibilidad.
- El programa propuesto de reparación de aceras busca reparar y mejorar las aceras y las rampas de los cordones de acera a lo largo de toda la ciudad.
- Se repararán o reemplazarán las aceras y pasarelas peatonales, así como los espacios donde faltan las aceras.
- La ciudad podrá adoptar políticas y/u ordenanzas para apoyar en la administración eficiente del Programa propuesto para la Reparación de Aceras y sus objetivos.
- Un Aviso de Preparación (NOP, por sus siglas en inglés) y Estudio Inicial (IS, por sus siglas en inglés), que describen el programa propuesto de reparación de aceras y el alcance anticipado del Informe de Impacto Medioambiental (EIR, por sus siglas en inglés), están disponibles para la revisión pública y comentan en sidewalks.lacity.org/environmental-review-process.

Proceso de revisión del informe de impacto medioambiental (EIR)



Para participar en el proceso:



PARTICIPAR

Reuniones Públicas.
Todas las presentaciones comenzarán a las 6:15 p.m. (Vea el reverso por los detalles).



EN LÍNEA

Visite:
sidewalks.lacity.org/environmental-review-process.



CORREO ELECTRONICO

shilpa.gupta@lacity.org incluya “SRP” en la línea correspondiente al asunto y una dirección de correo postal en el cuerpo del correo electrónico.



CORREO POSTAL

Usted puede enviar sus comentarios escritos por correo postal, dirigiéndose a Shilpa Gupta (la dirección postal está al pie).

Dirección Postal para los comentarios escritos:

Shilpa Gupta, Environmental Supervisor I Los Angeles Bureau of Engineering Environmental Management Group
1149 S. Broadway, Suite 600, Mail Stop 939 Los Angeles, CA 90015

Miércoles, 9 de Agosto de 2017,
desde las 6:00 p.m. hasta las 8:00
p.m. (la presentación comienza a
las 6:15)

Ronald F Deaton
Civic Auditorium
100 W 1st St
Los Angeles, CA 90012

• **Lunes, 14 de Agosto de 2017,**
• desde las 6:00 p.m. hasta las 8:00
• pm (la presentación comienza a
• las 6:15)

• **Mid-Valley Senior**
• **Citizen Center**
• 8825 Kester Avenue
• Panorama City, CA 91402

• **Jueves, 24 de agosto de 2017,**
• desde las 6:00 A.m. Hasta las 8:00
• p.m. (la presentación comienza a
• las 6:15)

• **Westchester Senior**
• **Citizen Center**
• 8740 Lincoln Blvd
• Los Angeles, CA 90045

*Todas as solicitudes para acomodos razonables deberán ser realizadas con tres días laborales de anticipación a las fechas programadas para las reuniones, llamando a Shilpa Gupta al: **(213) 485-4560**.

Preguntas Frecuentes

Q: ¿Cuál es el Proyecto propuesto?

A: El Proyecto propuesto continuaría, modificaría y expandiría la implementación de Aceras Seguras para Los Angeles durante aproximadamente 30 años, a fin de que los servicios para los peatones urbanos cumplan con los requerimientos aplicables de accesibilidad. Se repararán o reemplazarán las aceras y pasarelas peatonales según el Proyecto propuesto. Se podría necesitar la remoción y reemplazo de los árboles de la calle, así como reubicar algunos servicios públicos. La ciudad podrá adoptar políticas y/u ordenanzas para apoyar en la administración del Programa propuesto para la Reparación de Aceras y sus objetivos.

Q: ¿Que es el Programa de Reparación de Aceras y cómo funcionará?

A: Aceras Seguras para Los Angeles es un programa de reparación de aceras en curso que ofrece tres maneras para que los electores inicien las reparaciones:

- Solicitud de Acceso: Las personas con discapacidad de movimiento pueden enviar una solicitud de reparación de aceras.
- Reembolso: Cualquier dueño de una propiedad residencial o comercial puede reparar en forma voluntaria la acera a fin de cumplir con los requerimientos de accesibilidad y entonces recibir el reembolso del monto especificado de los gastos.
- Informar sobre un problema de la acera: El público en general puede informar sobre la necesidad de reparación de una acera en particular.
- Para mas información, por favor visite el sitio web: sidewalks.lacity.org.

Q: ¿Cómo serían afectados los arboles de las calles debido al Proyecto?

A: El Proyecto propuesto potencialmente va a retirar árboles maduros que dañan la acera. Los árboles se prevé sustituir en una proporción de 2:1, bajo la política de la ciudad. Una ordenanza y/o política puede ser desarrollado para establecer criterios para la propuesta de proyecto relacionado con la conservación y la extracción y reemplazo de árboles. El IS analiza el impacto potencial de la propuesta del proyecto.

Q: ¿Dónde puedo obtener más información sobre El Informe de Impacto Medioambiental (EIR)?

A: Visite sidewalks.lacity.org/environmental-review-process, revise la NOP/IS, y envíe comentarios sobre impactos posibles ambientales del proyecto. Los comentarios son debido al 15 de Septiembre de 2017.

Copias de la NOP/IS están disponible en 35 bibliotecas en Los Ángeles para su revisión. Un mapa de las ubicaciones de bibliotecas está disponible en la página web anterior.

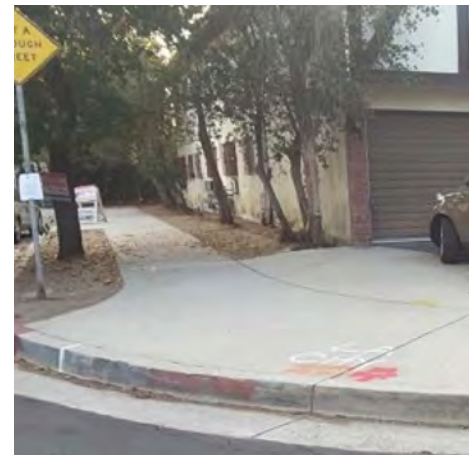
Ejemplos de daños en las aceras y de las barreras de acceso



Agrietamiento



Levantamiento de acera



Falta de rampas



SAFE SIDEWALKS LA



REQUEST TO SPEAK PUBLIC SCOPING MEETING

Please print.

Date: _____

Name: _____

Organization: _____

Address: _____

PLEASE SUBMIT THIS FORM TO A STAFF MEMBER.

NOTE: Speakers cannot cede their time to other people to speak on their behalf.



SAFE SIDEWALKS LA



REQUEST TO SPEAK PUBLIC SCOPING MEETING

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Date: _____

Name: _____

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Address: _____

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**Comment Sheet / Hoja del Comentario**

Please use this form to provide feedback and comments to the City of Los Angeles Bureau of Engineering on the proposed project and the content of the Draft Environmental Impact Report. Your input will become part of the public record and will be included in the Draft EIR. Comments are due no later than 11:59 p.m. on September 15, 2017 (end of the public comment period). Please submit your comments via email to shilpa.gupta@lacity.org or mail them to Shilpa Gupta, Environmental Supervisor I Los Angeles Bureau of Engineering, Environmental Management Group, 1149 S. Broadway, Suite 600, Mail Stop 939 Los Angeles, CA 90015. Thank you for participating.

Name / <i>Nombre</i> :	Organization (if any) / <i>Organización (si hay alguno)</i> :
Address / <i>Domicilio</i> :	
Phone Number / <i>Número de Teléfono</i> :	Email Address / <i>Correo Electrónico</i> :

Comments / Comentarios:

[illegible]

*Continue on reverse side if needed / Continúe en el reverso si lo necesita

START HERE

REGISTRARSE AQUÍ



Before



During



After



Proposed Project

Project Purpose:

Continue, amend, and expand implementation of Safe Sidewalks LA and make City pedestrian facilities compliant with applicable accessibility requirements.

- Safe Sidewalks LA: Access Request, Rebate, and Report a Sidewalk Problem (Program Access Improvements).
- Approval of street tree preservation, removal, and replacement criteria.
- Utility relocations as applicable.

SAFE SIDEWALKS LA

The City of Los Angeles has made a historic commitment to invest \$1.4 billion over 30 years to fix sidewalks around the city and make them accessible to everyone. People with a mobility disability, or someone reporting on their behalf, who encounter physical barriers such as broken sidewalks, missing/broken curb ramps or other barriers in the public right of way can request sidewalk repairs through the Access Request Program. The City is also offering a limited-time rebate to any property owner willing to pay for their own sidewalk repair through our Rebate Program. To report any other sidewalk issues, go to Report a Sidewalk Problem. For more information on these programs, click on the appropriate link above.

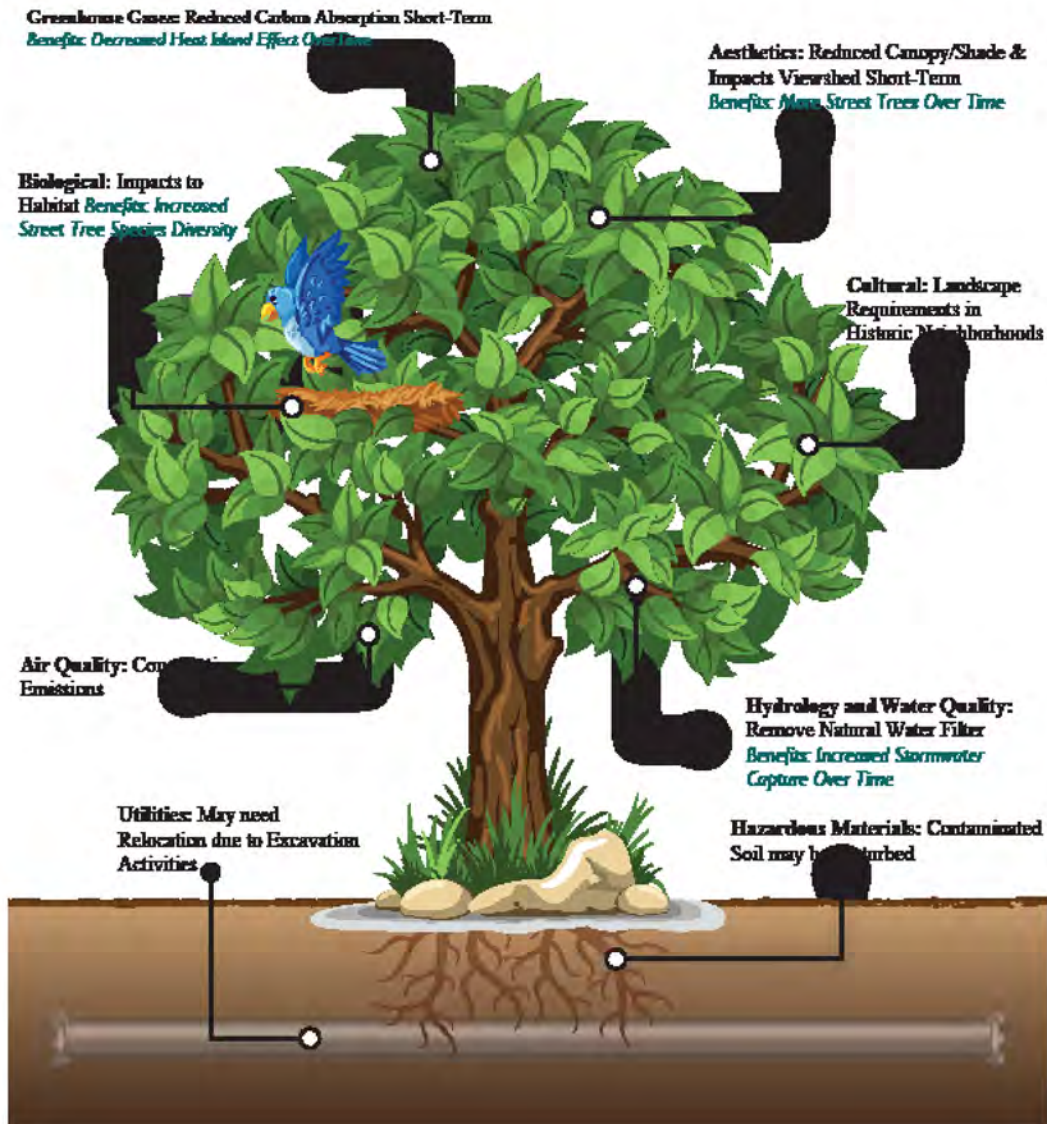
PROPOSED PROJECT

Sidewalk Repair Program



Potential Impacts to Street Trees

Environmental Impacts Associated with Street Tree Removal and Replacement

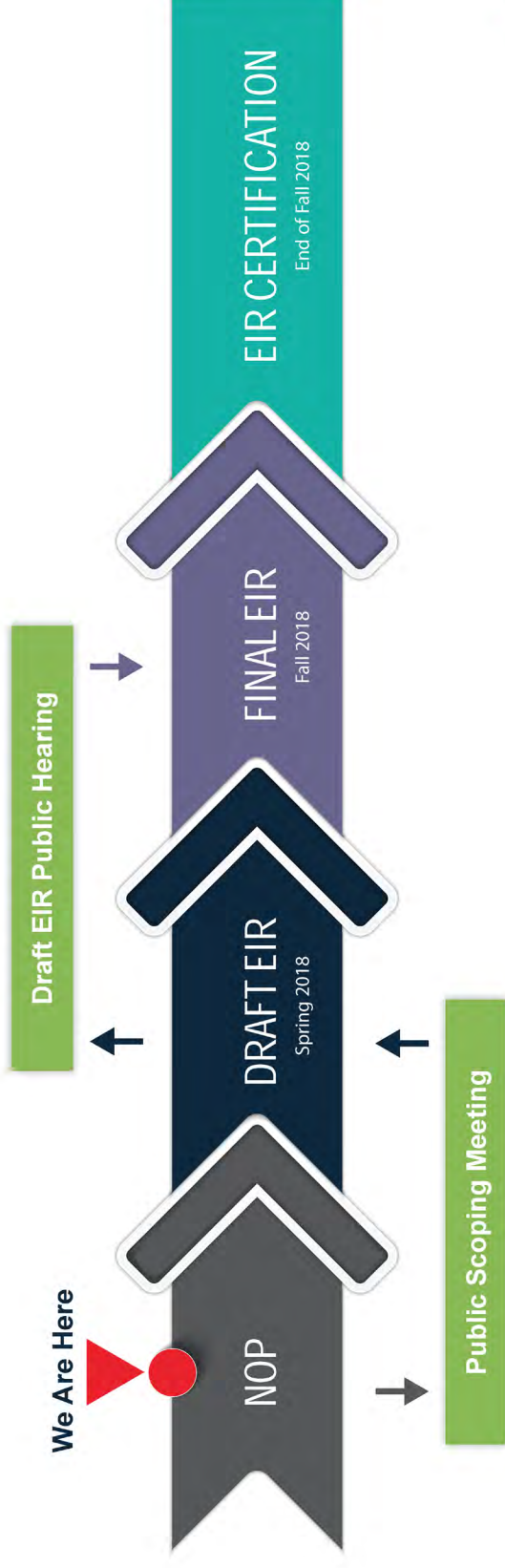


STREET TREES

Sidewalk Repair Program



Environmental Review Process



ENVIRONMENTAL REVIEW PROCESS

Sidewalk Repair Program



Potential Environmental Impacts

Aesthetics

Air Quality

Biological Resources

Cultural Resources

Greenhouse Gas Emissions

Hazards and Hazardous Materials

Hydrology/Water Quality

Land Use/Planning

Noise

Transportation/Traffic

Tribal Cultural Resources

Utilities and Service Systems



Air Quality



Aesthetics



Hydrology/Water Quality



Biological Resources



Cultural Resources



Transportation/Traffic

ENVIRONMENTAL REVIEW PROCESS

Sidewalk Repair Program





COMMUNITY UPDATE



SAFE SIDEWALKS LA

City of Los Angeles Sidewalk Repair Program

Last Updated:
August 11, 2017

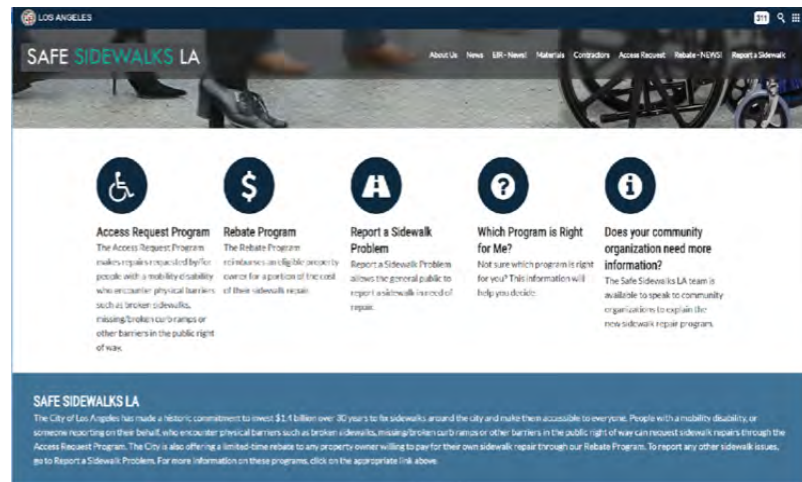
- Sidewalk Repair Program Project Description
- Environmental Review Process
- Potential Environmental Impacts
- How to Provide Input
- Public Comment



Sidewalk Repair Program-Proposed Project

Project Purpose: Continue, amend, and expand implementation of Safe Sidewalks LA and make City pedestrian facilities compliant with applicable accessibility requirements

- Safe Sidewalks LA: Access Request, Rebate, and Report a Sidewalk Problem (Program Access Improvements).
- Approval of street tree preservation, removal and replacement criteria
- Utility relocations as applicable



Existing Conditions

Examples of Sidewalk Damage and Access Barrier



1

11,000 miles of sidewalks estimated within LA City. Conditions of these existing sidewalks vary greatly.



2



3



4

Existing Conditions

Examples of Sidewalk Damage and Access Barrier



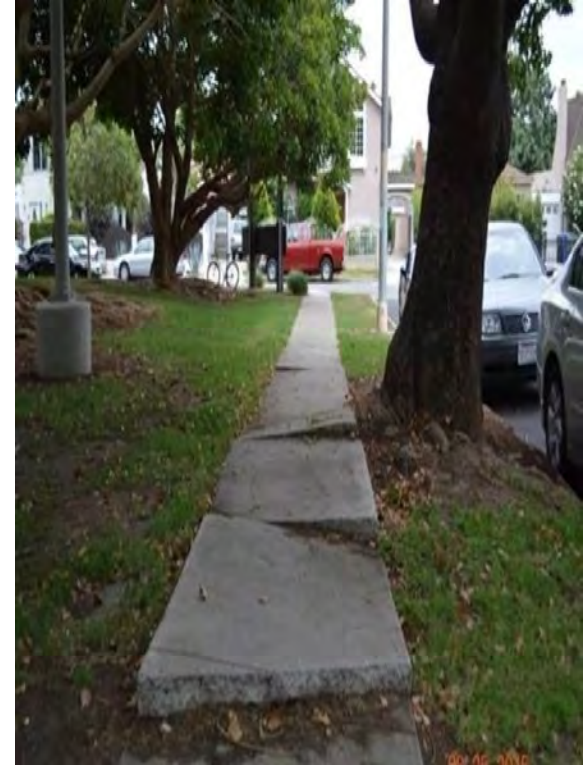
5



6



7



8

5

Construction Activities

- **Work under the proposed Project may include:**
 - **Installation of missing curb ramps; repair/correction of existing curb ramps**
 - **Removal and replacement of broken, uneven, displaced, or uplifted sidewalks**
 - **Correction of non-compliant slopes**
 - **Providing clearance and/or widening along the pedestrian path of travel**
 - **Utility relocation, and/or installation or correction of utility covers**
 - **Repairs and/or removal and replacement of driveways, curbs, and gutters impacted by accessibility requirements**
 - **Street tree preservation, removal, and/or replacement**
 - **Street tree root pruning and canopy pruning**
 - **Addressing other non-compliant accessibility conditions, as required**

Construction Activities

Before



During



After



BEFORE



AFTER



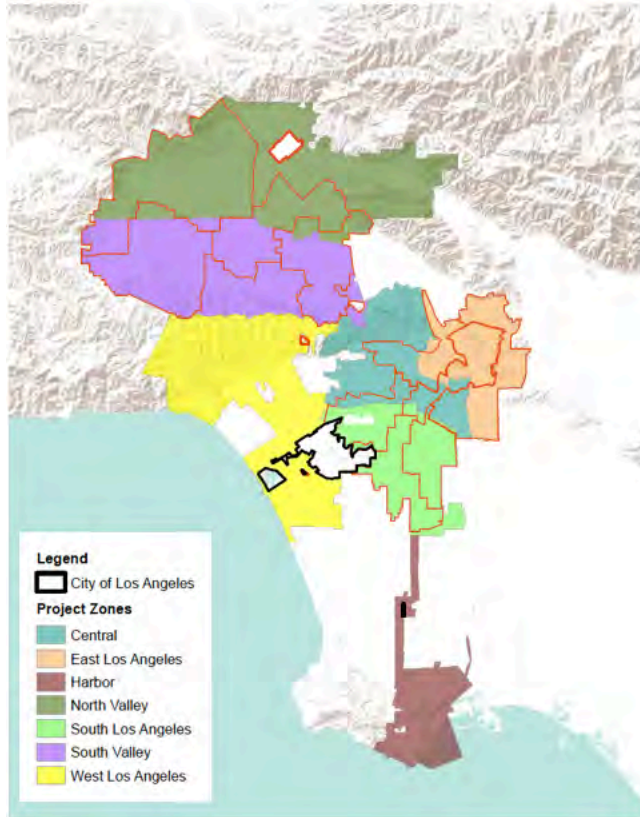
Environmental Review Process Overview



Project Objectives

1. **Continue to implement and amend the existing Safe Sidewalks LA program, as needed, for sidewalk and curb ramp repairs within the City.**
2. **Identify criteria for street tree preservation, and removal and replacement requirements where street trees are the cause of sidewalk damage and adopt policies and/or an ordinance related to these criteria to implement the proposed Project.**
3. **Consider the City's sustainability goals when implementing the Sidewalk Repair Program.**

Location and Project Zone Communities



Project Zone

- North Valley
- South Valley
- West Los Angeles
- Central Los Angeles
- East Los Angeles
- South Los Angeles
- Harbor

Project Zone	Total Area (sq. miles)	Council Districts	Population	Housing Units
North Valley	126.8	2,3,6,7,12	707,390	203,971
South Valley	97.6	2,3,4,5,6,12	758,815	288,505
West LA	90.0	4,5,11	431,348	194,409
Central LA	48.8	1,4,5,9,10,13,14	733,525	291,297
East LA	37.6	1,4,13,14	432,611	130,516
South LA	43.8	1,8,9,10,15	734,593	218,287
Harbor	33.9	15	205,218	67,000
Totals	478.5		4,003,500	1,393,985

Environmental Resource Areas Potentially Impacted by Proposed Project

-Aesthetics

-Air Quality

-Biological Resources

-Cultural Resources

-Greenhouse Gas Emissions

-Hazards and Hazardous Materials

-Hydrology/Water Quality



-Land Use/Planning

-Noise

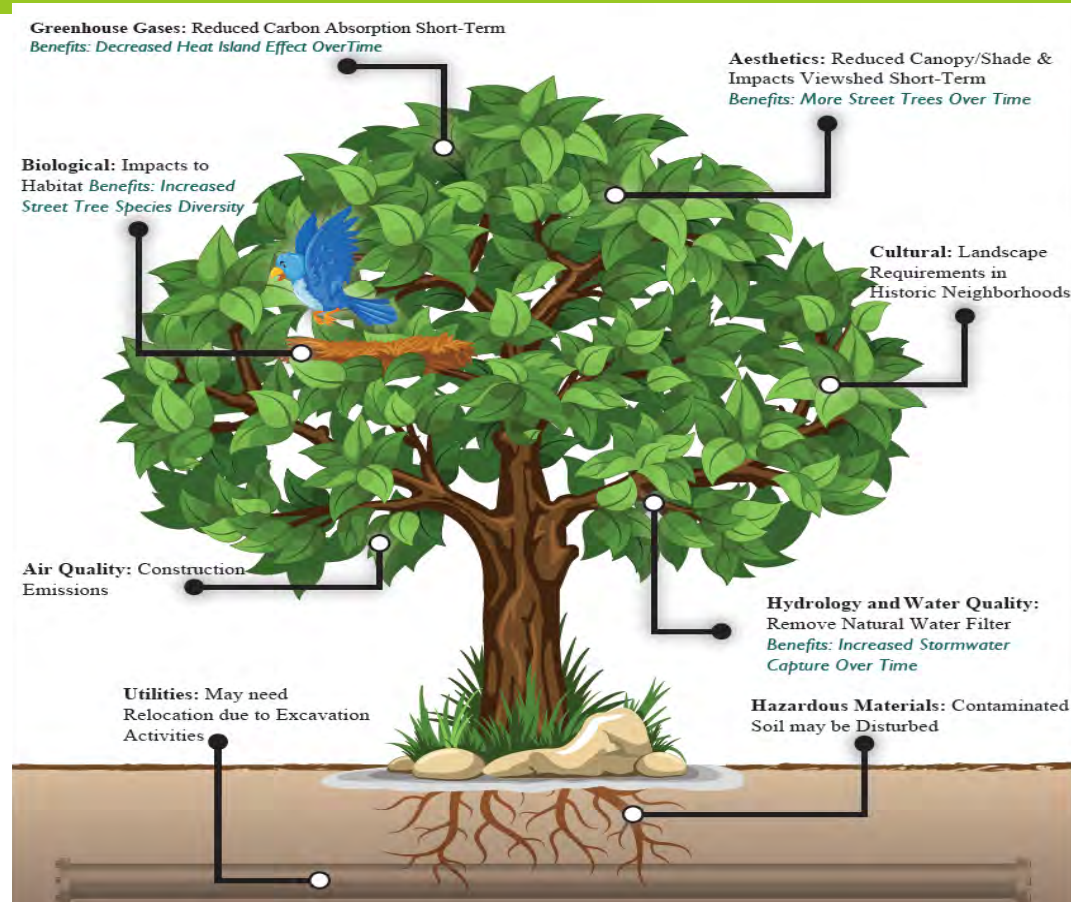
**-Transportation/
Traffic**



**-Tribal
Cultural Resources**

**-Utilities and Service
Systems**

Potential Environmental Impacts Associated with Street Tree Removal and Replacement



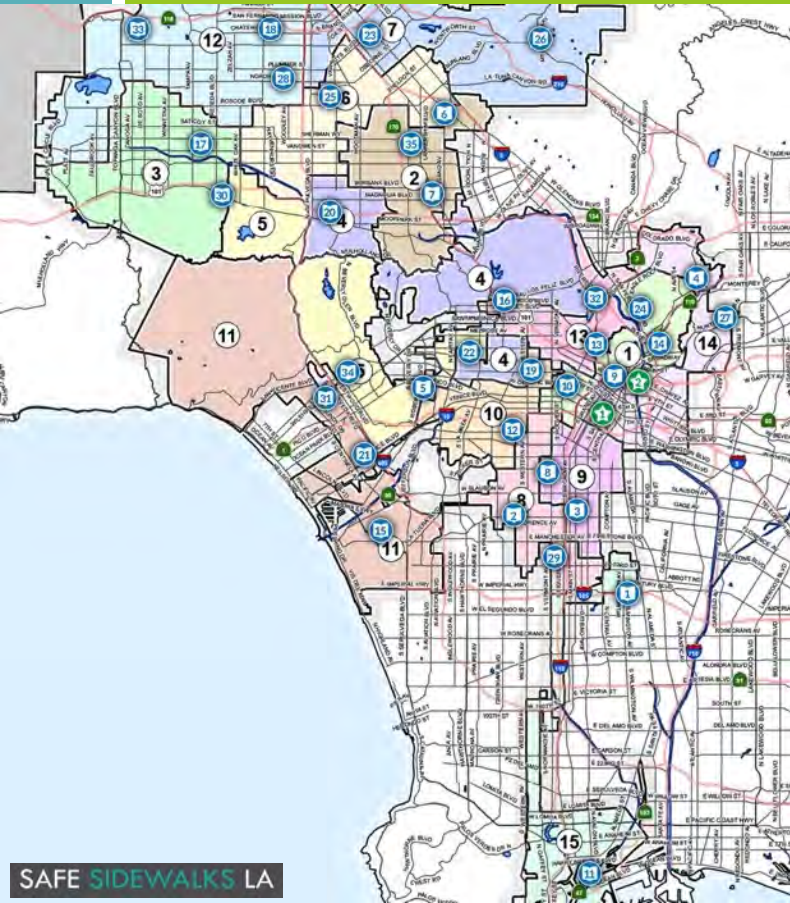
Public Scoping Comment Period

July 27, 2017 through September 15, 2017

Public Scoping Meetings

- August 9, 2017, 6 p.m.–8 p.m., Ronald F. Deaton Civic Auditorium, 100 W 1st St (Main), Los Angeles, CA 90012
- August 14, 2017, 6 p.m.–8 p.m., Mid-Valley Senior Citizen Center, 8825 Kester Ave, Panorama City, CA 91402
- August 24, 2017, 6 p.m.–8 p.m., Westchester Senior Citizen Center, 8740 Lincoln Blvd, Westchester, CA 90045

Availability of the Notice of Preparation/Initial Study



1. Willowbrook Library
2. Hyde Park Branch Library
3. Ascot Branch Library
4. Arroyo Seco Library
5. Robertson Library
6. Sun Valley Library
7. North Hollywood Amelia Earhart
8. Vermont Square Branch
9. The Los Angeles Central
10. Pico Union Branch Library
11. San Pedro Regional Library
12. Jefferson Library
13. Edendale Branch Library
14. Lincoln Heights Branch
15. Westchester Loyola Village
16. Frances Howard Goldwyn-Hollywood Regional
17. West Valley Regional
18. Granada Hills Library

19. Pio Pico Library
20. Sherman Oaks Library
21. Mar Vista Branch Library
22. Fairfax Branch Public
23. Pacoima Branch Library
24. Cypress Park Branch Library
25. Panorama City Branch
26. Sunland-Tujunga Branch
27. El Sereno Branch Library
28. Mid-Valley Regional Library
29. Mark Twain Library
30. Encino-Tarzana Branch
31. West Los Angeles Regional
32. Silver Lake Branch Library
33. Chatsworth Branch Library
34. Westwood Branch Library
35. Valley Plaza Library

City Clerk's Office
LA Bureau of Engineering

We Want to Hear From You

Comments at Tonight's Scoping Meeting

- **Verbal Comments:**
 - Commenters may speak in the microphone
 - Submit speaker card at *Comments* station
- **Written Comments at *Comments* Station via:**
 - Online Comments (Laptop provided)
 - Comment Sheets

Thank you for participating!

We Want to Hear From You

To Provide Input:



ATTEND

Public Scoping Meetings.
All presentations start at
6:15 pm



ONLINE

Visit [sidewalks.lacity.org/
environmental-review-process](https://sidewalks.lacity.org/environmental-review-process)
to submit comments.



EMAIL

shilpa.gupta@lacity.org with
“SRP” in the subject line and a
valid mailing address in the email.



MAIL

You can mail written
comments to Shilpa Gupta
(address below).

sidewalks.lacity.org/environmental-review-process

Written Comments Mailing Address

Shilpa Gupta, Environmental Supervisor I
Los Angeles Bureau of Engineering, Environmental Management Group
1149 S Broadway Suite 600, Mail Stop 939
Los Angeles, CA 90015