SPECIAL MEETING
AGENDA
BOARD OF PUBLIC WORKS
FRIDAY, JULY 17, 2020
1:30 PM

Edward R. Roybal BPW Session Room
Room 350 City Hall
200 North Spring Street
Los Angeles, California 90012

Members: Greg Good, President
Aura Garcia, Vice President
Dr. Michael R. Davis, Pres. Pro-Tem
Jessica M. Caloza
M. Teresa Villegas

(Dr. Fernando Campos, Executive Officer 213-978-0261)
Click here for the entire agenda packet / documents

Agenda, related board reports and attachments are available on-line at the BPW website at: http://bpw.lacity.org/ or via link below.

BPW meetings can be listened to by dialing:
213-621-CITY (Metro), 818-904-9450 (Valley),
310-471-CITY (Westside), 310-547-CITY (San Pedro Area); or
Live audio on-line at https://www.lacity.org/government/follow-meetings/board-public-works-meetings

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. Assistive listening devices are available at the meeting; upon advance notice, other accommodations, such as sign language interpretation, and translation services can be provided. Contact the Executive Officer's office at 213-978-0262. TDD available at 213-978-2310.

Written material supporting agenda items can be reviewed prior to each Board meeting at the public counter, 200 North Spring Street Room 355, between the hours
PUBLIC INPUT AT BOARD MEETINGS:

In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the Board meeting will be conducted entirely telephonically.

Members of the public who wish to offer public comment to the Board should submit written comments via Google form at https://bit.ly/DPWCommentForm or call +1 669 254 5252 and use Meeting ID No. 160 278 3583. Press # again when prompted for participant ID.

VOTING AND DISPOSITION OF ITEMS - Items require a majority vote of the entire membership of the Board (3 votes) for approval.

Any member of the Board may move to "reconsider" any vote on any item on the agenda, except to adjourn, suspend the Rules, or where an intervening event has deprived the Board of jurisdiction, providing that said member originally voted on the prevailing side of the item. The motion to "reconsider" shall only be in order once during the meeting, and once during the next regular meeting. The member requesting reconsideration shall identify for all members present the Agenda number, meeting date and subject matter previously voted upon. A motion to reconsider is not debatable and shall require an affirmative vote of three members of the Board.

The Board rules provide that all items adopted by the Board will not be distributed or presented to the Mayor, or other designated office, until the adjournment of the regular Board meeting following the date of the Board action. A motion to send an item "forthwith", if adopted by three (3) votes, suspends these rules and requires the Board Secretariat to forward the matter to the Mayor, or other office, without delay.

NOTICE TO PAID REPRESENTATIVES:

If you are compensated to monitor, attend, or speak at this meeting, City law may require you to register as a lobbyist and report your activity. See Los Angeles Municipal Code 48.01 et seq. More information is available at ethics.lacity.org/lobbying. For assistance, please contact the Ethics Commission at (213) 978-1960 or ethics.commission@lacity.org.

NEIGHBORHOOD COUNCIL COMMENTS

Discussion with Neighborhood Council representatives on Neighborhood
Council Resolutions or Community Impact Statements filed with the City Clerk which relate to any agenda item listed or being considered on this agenda for the Board of Public Works (LAAC 22.819, Ordinance 184243).

AGENDA ITEMS

APPROVAL OF MINUTES FROM

(1)

TUESDAY, JULY 7, 2020

JOINT REPORT(S)

BPW-2020-0432 (2)
OCB + BOE

CD 10  REVOCA BLE PERMIT - ENCROACHMENT IN THE PUBLIC RIGHT-OF-WAY - WEST ADAMS HEIGHTS-SUGAR HILL NEIGHBORHOOD ASSOCIATION - LA SALLE AVENUE AND WASHINGTON BOULEVARD

Recommending the Board:

1. AUTHORIZE the Office of Community Beautification to grant revocable permission to encroach within the public right-of-way, subject to listed conditions, to: West Adams Heights-Sugar Hill Neighborhood Association. ENCROACHMENT: Installation of a lighted monument and improvements to the existing triangular median island at the intersection of La Salle Avenue and Washington Boulevard in Council District 10;

2. AUTHORIZE the City Engineer to issue a no-fee Revocable Permit for work to be performed;

3. AUTHORIZE the City Engineer to issue a no-fee A-Permit for work to be performed; and

4. AUTHORIZE the Office of Community Beautification to request the Bureau of Contract Administration to provide a no-fee inspection of the project.
Recommendation:

1. FIND that the Board has reviewed and considered the information in the Metro Westside Purple Line Extension Project, Section 2 Draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) (Transmittal No. 1) and the Project Final EIS/EIR (Transmittal No. 2); 

2. FIND under the California Public Resources Code, Section 21166 and the California Environmental Quality Act (CEQA) Guidelines Section 15162, on the basis of substantial evidence contained in the whole record, that since certification of the EIS/EIR, there have been no changes with respect to the circumstances under which the temporary street closure being undertaken would require a subsequent EIR or supplemental EIR; 

3. ADOPT the March 2012, Mitigation Monitoring and Reporting Program (MMRP) (Appendix I of the Final EIS/EIR) prepared by Los Angeles County Metropolitan Transportation Authority, as it pertains to construction impacts; 

4. FIND under CEQA Guidelines Section 15091 that changes have been incorporated into the project which substantially lessen the significant environmental effects as identified in the Final EIS/EIR. Further find that there is no feasible alternative or additional feasible mitigation measures within the Board’s powers that would substantially lessen any significant effect the project would have on the environment; 

5. ADOPT the attached CEQA Findings of Fact and Statement of Overriding Considerations (Transmittal No. 3) as it pertains to the temporary street closure and find that the economic, social, technological, and other benefits of the project outweigh its significant and unavoidable impacts; 

6. SPECIFY that the Metro Transit Division of the Bureau of Engineering, located at 1149 South Broadway; the Board, located at
200 North Spring Street; and other relevant City of Los Angeles departments are custodians of the documents or other material which constitute the record of the proceedings upon which the Board's decision is based; and

7. APPROVE the request (Transmittal No. 4) to temporarily close Constellation Boulevard from 400 feet west of Century Park East to Avenue of the Stars for the piling and decking construction for seven weeks, starting Friday, July 17, 2020, at 6:00 p.m. and ending on Monday, August 31, 2020, at 6:00 a.m. subject to the conditions identified within this report.

(W.O. E1907871)

MOTION(S)

BPW-2020-0434 (4)

CD ALL PUBLIC WORKS TRUST FUND LOAN - COVID-19 EMERGENCY RESPONSE

 Recommending the Board, subject to approval by the Mayor:

1. FIND that the requested loan proceeds will be deposited into the City's General City Purpose Fund No. 100 (Dept. 56), which interest earned is retained by the General Fund and is also the same fund where interest earned in the Public Works Trust Fund No. 834 (Dept. 50) is transferred on an interim basis;

2. APPROVE the waiver of interest assessment;

3. AUTHORIZE a new $75,000,000 loan from the Public Works Trust Fund (Fund 834/Dept. 50), payable by the City's General Fund (Fund 100/Dept. TBD), to provide emergency cash flow in response to the COVID-19 Emergency Pandemic and enable the receiving and disbursing of emergency relief funds;

4. AUTHORIZE the Board of Public Works, Director of Accounting to transfer $75 million from available funds within the Public Works Trust Fund No. 834, Department No. 50 to the General City Purposes, Fund No. 100, Department No.56, Account 000955, COVID-19 Emergency Response;
5. AUTHORIZE the reimbursement of funds from the City's General Fund No. 100, Department No. TBD, to the PWTF No. 834, Department No. 50, immediately or as soon as practicable upon receipt of the reimbursement proceeds from the U.S. Federal Emergency Management Agency or alternative source(s) as determined and approved by the Mayor and/or City Council;

6. AUTHORIZE the Board of Public Works, Executive Officer, or designee, to make any technical changes or accounting updates to the recommendations above to effectuate the intent of the Mayor's request; and

7. REQUEST the Board of Public Works, Executive Officer forward a copy of this action to the Office of the City Clerk.

BPW-2020-0435 (5)

CD ALL  AFE - TRUCK OWNERS ON FILE

Bureau of Street Services and Office of Accounting are requesting Board approval and execution of an Authority for Expenditure in the amount of $6,400,000 to encumber funds for the Bureau of Street Service's As-Needed Trucking program for the period of July 2020 to December 2020. Authorize the President or two members of the Board to execute this expenditure and any As-Needed Trucker agreements requested to meet the service demands of the program.

(AE 21000001M, Fund No. 100 - General Fund, Dept No. 86, Appropriation Unit 003030)

BPW - July 17, 2020

*** END ***
REVOCALE PERMIT - ENCROACHMENT IN THE PUBLIC RIGHT-OF-WAY - WEST ADAMS HEIGHTS-SUGAR HILL NEIGHBORHOOD ASSOCIATION - LA SALLE AVENUE AND WASHINGTON BOULEVARD

Recommending the Board:

1. AUTHORIZE the Office of Community Beautification to grant revocable permission to encroach within the public right-of-way, subject to listed conditions, to: West Adams Heights-Sugar Hill Neighborhood Association. ENCROACHMENT: Installation of a lighted monument and improvements to the existing triangular median island at the intersection of La Salle Avenue and Washington Boulevard in Council District 10;

2. AUTHORIZE the City Engineer to issue a no-fee Revocable Permit for work to be performed;

3. AUTHORIZE the City Engineer to issue a no-fee A-Permit for work to be performed; and

4. AUTHORIZE the Office of Community Beautification to request the Bureau of Contract Administration to provide a no-fee inspection of the project.

ATTACHMENTS:
   Description
   - OCB - Adopt-a-Median - La Salle Gateway Monument
REQUEST REVOCABLE PERMISSION FOR ENCROACHMENT IN THE PUBLIC RIGHT-OF-WAY TO THE WEST ADAMS HEIGHTS-SUGAR HILL NEIGHBORHOOD ASSOCIATION FOR INSTALLATION OF A LIGHTED MONUMENT, AND IMPROVEMENTS TO THE EXISTING MEDIAN LOCATED AT THE INTERSECTION OF LAS SALLE AVENUE AND WASHINGTON BOULEVARD, COUNCIL DISTRICT 10.

RECOMMEND THE BOARD:
1. AUTHORIZE the Office of Community Beautification to grant revocable permission to encroach within the public right-of-way, subject to listed conditions, to: West Adams Heights-Sugar Hill Neighborhood Association (contact: Elizabeth Fuller).
   ENCROACHMENT: Installation of a lighted monument and improvements to the existing triangular median island at the intersection of La Salle Avenue and Washington Boulevard in Council District 10.
2. AUTHORIZE the City Engineer to issue a no-fee Revocable Permit for work to be performed.
3. AUTHORIZE the City Engineer to issue a no-fee A-Permit for work to be performed.
4. AUTHORIZE the Office of Community Beautification to request the Bureau of Contract Administration to provide a no-fee inspection of the project.

TRANSMITTALS
1. Maintenance Agreement
2. Adopt-A-Median Partnership Agreement
3. Waiver and Release of Claims by Participant
4. Letter of support from Councilmember Herb Wesson
5. Letter of support from the United Neighborhoods Neighborhood Council
6. Google Maps sky view and ground level images of proposed project location
7. Proposed cost listing for project
8. Renderings of monument
9. StreetsLA project approvals
10. Bureau of Engineering, Design Standards Investigation Group project approval
11. Bureau of Engineering, Structural Engineering Division project approval
12. Bureau of Street Lighting project approval
13. Department of Transportation project approval

DISCUSSION
The City of Los Angeles, via the Office of Community Beautification, continues to coordinate the Adopt-A-Median Program, to encourage and facilitate volunteer beautification projects throughout all parts of Los Angeles. This project is approximately 7-8 years in the making. The West Adam Heights-Sugar Hill Neighborhood Association originally submitted this project proposal to the Adopt-a-Median Program in 2013. It was subsequently withdrawn, and the group reapplied in October of 2018. The La Salle Gateway beautification project is designed to improve the existing triangular median located at the intersection of La Salle Avenue and Washington Boulevard. The existing cracked and dilapidated asphalt area of the median will be replaced with sustainable landscaping, requiring minimal maintenance, while preserving the concrete walkway at the north side of the median. In addition, the development will also include a lighted monument clad in river rock, consistent with the character and style of existing historical monuments located throughout the West Adams Heights–Sugar Hill Neighborhood. This project will serve to enhance the experience of the area not only for the local residents, but also for the hundreds of drivers who pass by daily, contributing to the importance and identity of this historic Los Angeles neighborhood.
All aspects of this project have been reviewed and approved by the StreetsLA, the Bureau of Engineering, the Bureau of Street Lighting, and the Department of Transportation. Per the included Maintenance Agreement, the project location will be maintained by the West Adams Heights-Sugar Hill Neighborhood Association.

CONDITIONS
1. All work must conform to City standards as outlined in the approved work plans.
2. That all project participants, before any work being performed (but not necessarily before permit is issued) sign agreements releasing the City of Los Angeles from liability to volunteers working on the project.

Report Prepared by:
Gerry Valido

Respectfully Submitted,

Gerry Valido, Assistant Director
Office of Community Beautification
Adopt-a-Median Program

PAUL RACS, Director
Board of Public Works, Office of Community Beautification

GARY LEE MOORE, PE, ENV SP.
City Engineer
MAINTENANCE AGREEMENT
FOR COMMUNITY-BASED PROJECTS
ON THE PUBLIC RIGHT-OF-WAY

APPLICANT - PROJECT TO BE ADOPTED / SPONSORED BY:

ORGANIZATION: West Adams Heights - Sugar Hill Neighborhood Association  
CONTACT PERSON: Elizabeth Fuller
ADDRESS, CITY, ZIP CODE: 2051 S. Oxford Avenue, Los Angeles, CA 90018  
PHONE #: 323-731-1145  
E-MAIL: zilf@leapinliz.com
COUNCIL DISTRICT: 10
COUNCIL OFFICE CONTACT NAME & PHONE #: Billie Green 323-733-8233

PROJECT SITE (Please be as specific as possible. If there is to be more than one site maintained by the same entity, include one copy of the Maintenance Agreement and attach an extra page with a list of all locations.)

The proposed community beautification project includes improving the cracked and broken asphalt area of the median. The project area will be landscaped and includes installation of a stone monument to match other historic monuments in the neighborhood.

SITE IMPROVEMENTS INCLUDE (CHECK ALL THAT APPLY):

- BENCH(ES)  - MURAL  - PLANTER(S)  - COMMUNITY SIGNAGE  - TRASH RECEPTACLE(S)
- TABLE(S)  - TREE(S)  - VEGETATION  - ART SCULPTURE  - MOSAIC
- OTHER: lighted stone monument

SCOPE OF WORK
Please provide a detailed SCOPE OF WORK on the Neighborhood Partnership Agreement, OR you may attach a separate document providing this information. This narrative will be used as the verbiage for a report recommending your project for adoption by the Board of Public Works.

ENTITY CONDUCTING THE INSTALLATION OF THE PROJECT (if different from above):

BUSINESS NAME: Axiom Group  CSLB #: 766918  
CONTACT PERSON & POSITION: Esteban Torres
PHONE #: 323-612-6343  
E-MAIL: esteban@axiomcm.com

**PLEASE INCLUDE PROPER PROOF OF INSURANCE, IF APPLICABLE—SEE PAGE 2 OF THIS AGREEMENT.

ENTITY MAINTAINING PROJECT / PROJECT SITE (if different from above):

BUSINESS NAME: same as above (West Adams Heights - Sugar Hill Neighborhood Association)
CONTACT PERSON & POSITION: Elizabeth Fuller
PHONE #: 323-731-1145  
E-MAIL: zilf@leapinliz.com

**PLEASE INCLUDE PROPER PROOF OF INSURANCE, IF APPLICABLE—SEE PAGE 2 OF THIS AGREEMENT.

HOW WILL THE SITE BE MAINTAINED, AND HOW OFTEN?

After plants are established, monthly maintenance will include weeding, watering, and trimming to maintain vegetation at a maximum height of 24". There will be periodic maintenance at the monument, including cleaning & changing bulbs, as needed.

Signature of Adopting/Sponsoring Group Representative  
Date: 6-24-20

(PLEASE SEE PAGE 2 OF THIS AGREEMENT)

PLEASE ADDRESS ALL INQUIRIES TO:
City of Los Angeles, Board of Public Works, Office of Community Beautification  
200 North Spring Street, Room 356, Los Angeles, CA 90012  
Phone: (213) 820-4859
FORM VERSION: MAY, 2020
(hereafter referred to as the “GROUP,”) agree(s) to maintain the site improvements installed through the Adopt-a-Median Program, in perpetuity, or until the City of Los Angeles (hereafter referred to as the “CITY”) requests that said improvements be removed. If the GROUP can no longer maintain the project and/or wishes to relinquish their maintenance responsibility of the project, I understand that the GROUP is responsible for either finding another maintenance entity willing to enter into a new Maintenance Agreement, OR restore the project site to its original state, and will comply with any directives/advise from the CITY.

If site improvements are damaged, destroyed, or become hazardous, I understand it is the GROUP’S responsibility to immediately remove them, to the satisfaction of the CITY. In the event the project is damaged and the GROUP does not fulfill its responsibility to remove any/all part(s) of the project, City forces will provide removal, and the GROUP will be invoiced to reimburse the CITY for removal costs. I understand the GROUP may replace damaged, destroyed or hazardous items in-kind and the CITY is not responsible for replacement. I understand that permits issued for this project are revocable, and the CITY does not indefinitely guarantee permission to install/maintain these site improvements. I understand the CITY may, without prior notice, request that the permitted items at this location may be removed and/or relocated. The GROUP agrees to immediately comply with any such request by the CITY, when/if asked to do so.

I understand that if a 3rd party commercial business entity is contracted by the GROUP to construct and/or work on, or provide maintenance to the project site, they are not covered under the CITY’S insurance, and the FOLLOWING SECTION SHALL APPLY (appropriate proof of insurance for said entity will be submitted to the Office of Community Beautification):

Pursuant to the Recommendation of the City of L.A.’s Risk Management Office:

“The CITY must be included as an “Additional Insured” in applicable liability policies to cover the CITY’S liability arising out of the acts or omissions of the named insured. The CITY is to be named as an “Additional Named Insured” and a “Loss Payee” as its interests may appear in property insurance in which the CITY has an interest, e.g., as a lien holder.”

Please also refer to the provided “Instructions and Information on Complying with City Insurance Requirements."

item number 3, second paragraph, first sentence. The certificate holder name and address should appear as follows:

City of Los Angeles and its Agencies, Boards and Depts.
200 North Main Street, City Hall East, Rm. 1240, Los Angeles, CA 90012

With this Agreement, the City of Los Angeles/Department of Public Works/Office of Community Beautification agrees to:

• Assist community groups through project review, Board of Public Works adoption, and the permitting process.
• Waive fees for the A-Permit and Revocable Permit associated with the project.
• Provide standard arrangements for the trash receptacles.
• Provide limited liability coverage (for the sponsoring volunteer group named above ONLY) through the City of Los Angeles: Commercial general liability - Hazard (2) Coverage applies to all facets of the project approved by the CITY.

I understand that the following conditions are part of Adopt-a-Median Project process:

• Adopt-a-Median projects generally undergo review by StreetsLA / Bureau of Street Services prior to any issuance of permits.
• Projects that may pose a visibility issue undergo review by the Department of Transportation.
• Structural components/anything permanently affixed to the public right-of-way, or usage of any materials deemed as “non-standard,” are reviewed by the Bureau of Engineering.
• Any lighting/electrical or any involvement with a street light pole, is reviewed by the Bureau of Street Lighting.
• MURALS: Apply for mural registration with the City of L.A. Department of Cultural Affairs. A required anti-graffiti coating (up to 450 sq.), is provided FREE OF CHARGE, after mural is installed. Please call 3-1-1 to report graffiti.
• TREES: Must comply with guidelines established by the City of L.A. Urban Forestry Division, Department of Public Works.
• TREES: Must comply with guidelines established by the City of L.A. Urban Forestry Division, Department of Public Works.
• TRASH RECEPTACLE: GROUP will empty trash receptacle as needed and replace the plastic liner.
• VEGETATION: GROUP will maintain the vegetation and keep the site free from weeds, debris, and litter.
• TRASH RECEPTACLE: GROUP will empty trash receptacle as needed and replace the plastic liner.
• PLANTERS: GROUP will water on a regular basis and provide periodic cleaning.
• COMMUNITY SIGNAGE: GROUP will provide periodic cleaning, and maintenance of lighting (if necessary).
• IRRIGATION SYSTEMS: GROUP will conduct repairs and replacement of irrigation components, if necessary.
• LIGHTING/ELECTRICAL: GROUP will maintain and report any issues/difficulties to OCB immediately

Group representative’s signature

PLEASE ADDRESS ALL INQUIRIES TO:
City of Los Angeles, Board of Public Works, Office of Community Beautification
200 North Spring Street, Room 356, Los Angeles, CA 90012
Phone: (213) 820-4859
This agreement between the City of Los Angeles and West Adams Heights - Sugar Hill Neighborhood Association (Community Group) is to provide a means of improving, beautifying and maintaining City owned property (median strip or other public right of way) located at Washington Blvd. & South La Salle Ave. (Location)

Please describe the proposal below, including means to complete the project and expected completion time. If additional space is required, continue on reverse side of paper. Please include a plans or sketches detailing the work to be done.

The proposed community beautification project includes improving the current asphalt area of the median, which is cracked and broken. The project area will be landscaped and includes installation of a stone monument to match other historic monuments in the West Adams Heights - Sugar Hill Neighborhood.

The Community Group agrees to:

• Provide the labor and materials required to improve the adopted area, and further to maintain and water the area following completion of the project.
• Follow the plan as approved by the City with any special conditions or requirements.

The City of Los Angeles/Department of Public Works agrees to:

• Help the Community Groups with the process of obtaining approval of this proposal.
• Pay for costs incurred by the City to investigate this proposal.
• Waive any associated Public Works permit fees for revocable permit and A-permit.
• Loan hand tools to the group working on the beautification project. Such items may include rakes, brooms, shovels, hoes, etc.
• Provide liability coverage through the City of Los Angeles SPARTA INSURANCE PROGRAM: Commercial general liability-Hazard 2. Coverage applies to all facets of the project approved by the City of Los Angeles.
• Consider performing such jobs as the situation may require, to the extent that resources are available.

For Community Group (Title) Date

For City of Los Angeles (Title) Date
ATTACHMENT I
CITY OF LOS ANGELES
AGREEMENT ASSUMING RISK OF INJURY OR DAMAGE
WAIVER AND RELEASE OF CLAIMS
BY PARTICIPANTS

In consideration of the City of Los Angeles (hereinafter “City”) permitting (check one):

☐ ME (an individual) ☑ the GROUP, known as:

(Name of Participant Adopting the Project) West Adams Heights - Sugar Hill Neighborhood Association

(Name of Group Adopting the Project)

to participate in the Board of Public Works, Adopt-A-Median Program, I do hereby agree for myself, my heirs, executors, assigns and administrators:

That the City, its officers, agents, and employees shall not be responsible or liable for any injury, damage, loss or expense either to me/our group or my/our property incurred while I/we am cleaning, raking, shoveling, planting, or otherwise improving and beautifying public parkways and median strips, or engaged in similar activities.

I/We further agree to defend, indemnify and hold harmless the City, its officers, agents and employees from all injuries, damages, costs and expenses (including reasonable attorney’s fees) that may arise out of, result from, or in any way be connected with the issuance of this permit for purposes described above. This waiver does not apply to injuries and damages that are solely due to the gross negligence or willful misconduct of the City or its officers, agents or employees.

I/We hereby represent that I/we have carefully read and understand the contents of this document and sign the same of my/our own free will.

Signature of Representative on Behalf of Group: ____________________________

Signature of Individual: ____________________________

Signature of Parent/Guardian if Participant is under 18 y/o): ____________________________

Date: 9-25-18

City of L.A. Office Use Only:
Cognizant City Department: ____________________________
Department Contact: ____________________________
September 27, 2018

Gerry Valido
Adopt-A-Median Program Manager
Office of Community Beautification
200 N. Spring Street
Los Angeles, CA 90012

Dear Mr. Valido:

RE: LA SALLE GATEWAY MONUMENT PROJECT

As Councilman of the 10th Council District, I write to offer my strong support of the West Adams Heights/Sugar Hill Neighborhood Association’s (WASH) application to adopt the median at LaSalle Avenue and Washington Boulevard.

WASH’s application, through the Adopt-A-Median program, includes the installation of a neighborhood monument complimented with lighting and water conserving greening. My office has collaborated with WASH in providing funding toward this effort and firmly believes this project will significantly enhance this portion of Council District Ten, providing beautification and enjoyment for area residents, as well as the hundreds of travelers crossing this major thoroughfare daily.

Further, this office grants the additional consideration of the waiver of any B-Permit fees that may be required for the La Salle Gateway Monument project.

Should you have any questions, please feel free to contact my Deputy Billie Green via email at: billie.j.green@lacity.org or phone at 323-733-8233.

Sincerely,

HERB J. WESSON, Jr.
President, Los Angeles City Council
Tenth Council District
October 3, 2018

Los Angeles Department of Building and Safety
Adopt-A-Median Program
201 N. Figueroa St.
Los Angeles, CA 90012

RE: La Salle Monument Gateway Project

To Whom It May Concern:

In 2009 The United Neighborhoods Neighborhood Council (UNNC), proudly voted to contribute $10,000.00 to the LaSalle Block Club, and West Adams Heights Neighborhood Association’s funding request for the Adopt-A-Median program.

UNNC’s $10,000 contribution for stone paving and planting supplies will play a huge part in the beautification of the West Adams Heights – Sugar Hill neighborhoods.

Best Regards,

Denise Jackson, President
United Neighborhoods Neighborhood Council

CC Dolores Spears
   Ethan Polk
   Geoff Bowen
   Greg Jackson
To Whom It May Concern:

Below is the original proposal for the construction of the La Salle Gateway Monument.

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<th>Description</th>
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<td>Mobilization</td>
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<td>Landscape / Soil Testing / Root Barriers / Plant</td>
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</table>

*Construction cost subject to change upon receiving the final scope of work and approved set of construction plans.
RECAST CONCRETE CAP DOWELED INTO TOP OF BLOCK WALL

PLAQUE

CONC FOOTING AND PEDESTAL

8" CONCRETE BLOCK WALL, GROUTED SOLID

#4 VERTICAL AT EACH CORNER AND EACH FACE

CLINKER BRICK VENEER

#4 CLOSED TIE @ 24" O.C.

(4) #4 CLOSED TIES

1 1/2" CLR

(4) #5 EACH FACE WITH 90° TAILS

#5 @ 12" O.C. EACH WAY

6'-0"
8" CONCRETE BLOCK WALL, GROUTED SOLID

CLINKER BRICK VENEER

#4 CLOSED TIES @ 24" O.C.

ADD STRUCTURAL NOTES

PLAN SECTION

SCALE: 3/4" = 1'-0"
6. ALL DIMENSIONS AND EXISTING CONDITIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO THE COMMENCEMENT OF WORK.

5. FOR EPOXY-COATED BARS, MULTIPLY THE #8 REINFORCEMENT WITH A MINIMUM #14 BENDING SHOES TO A MAXIMUM #14 BENDING SHOES. FOR ALL OTHER BARS, USE #8 16" MIN.

4. ALL OTHER PER LATEST EDITION BHACI 318 (ASTM A 706 (Fycc 60KSI) DEFORMED BARS.граници фундаментов и стен.

3. CMU STRENGTH SHALL BE EQUIVALENT TO CMU STRENGTH OF 1500 PSI.

2. STEEL TUBE (SQ. OR RECT.) ---- 1" MIN. To 1 1/2" MIN. 6" 7" 7" 8" 9"

1. ALLOWABLE BEARING PRESSURE - 1,500 PSF (PER CBC).
Roy Kim <roy.kim@lacity.org>  
Fri, Jun 12, 2020 at 11:14 AM  
To: Gerry Valido <gerry.valido@lacity.org>, Bhuvan Bajaj <bhuvan.bajaj@lacity.org>  

Hi Gerry,

Hope you are doing well. Bhuvan is the correct person for CD 10. While I was at this, I reviewed the plans for you, and I have no comments on the plan. It looks good to me. Thanks.

Bhuvan: Google Street View (latest 4/19) shows that the stop sign for the northbound is missing. Do we have any record that it has been replaced?

On Fri, Jun 12, 2020 at 10:00 AM Gerry Valido <gerry.valido@lacity.org> wrote:

Good morning Mr. Kim--Gerry Valido here, from the Board of Public Works.
I have an Adopt-a-Median project in CD 10 that I need an LADOT review on.
I sent the following message to Mr. Bajaj yesterday. I haven’t heard from him yet, but was wondering if he was the correct person.
Would you mind assisting me please?
Hope you’re well.
Thanks for your help.
Gerry

---------- Forwarded message ----------
From: Gerry Valido <gerry.valido@lacity.org>
Date: Thu, Jun 11, 2020 at 4:22 PM
Subject: Good afternoon sir... LA SALLE GATEWAY MONUMENT
To: Bhuvan Bajaj <bhuvan.bajaj@lacity.org>
Cc: Argam Khodabakhshian <argam.khodabakhshian@lacity.org>

My name is Gerry Valido and I manage a program with the Board of Public Works, known as the Adopt-a-Median Program, that works with constituents to install public improvement projects on the public right of way.
http://laocb.org/adopt-a-median/

Per an email I have from Mr. Austin Kano (my previous contact with LADOT), you are the individual overseeing projects in Council District 10. If you are NOT the person responsible, I’d appreciate you letting me know who I need to contact.

In the management of these proposals, I forward project plans to various City entities for review. The attached project has been approved by the Bureau of Engineering, the Bureau of Street Services, the Bureau of Street Lighting, and I’ve been told that LADOT should look at it too. LADOT is the LAST review before sending it to the Board of Public Works for adoption, and then permit application. I’d respectfully ask that you expedite your review, if at all possible?

Because I am not sure exactly what you need to look at, I’ve attached what I believe to be pertinent files, that will hopefully give you the information you need. I don’t mean to overwhelm you—i’m just trying to be thorough. I am also cc’ing Mr. Argam Khodabakhshian of the Bureau of Engineering who did the structural review of the plans, in case you need clarification on the structural aspects of this project (I am neither an engineer, nor an architect).
I truly appreciate your assistance. Please call me if you have any questions. Please see the attachments.

--

GERRY VALIDO, Assistant Director
Board of Public Works, Office of Community Beautification
Graffiti Removal / Graffiti-related Court / Adopt-a-Median Program
200 N. Spring Street, Room 356, Los Angeles, CA 90012
www.laocb.org / gerry.valido@lacity.org
As of 3/20/20 I am on telecommute status and can be reached at:
my Mobile OFFICE phone (213) 820-4859 OR
my Mobile FIELD Phone (213) 761-3160
GERRY VALIDO, Assistant Director
Board of Public Works, Office of Community Beautification
Graffiti Removal / Graffiti-related Court / Adopt-a-Median Program
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my Mobile FIELD Phone (213) 761-3160

Roy Kim
Senior Transportation Engineer
Metro District Operations
Los Angeles Department of Transportation
213.928.9730

Notice: The information contained in this message is proprietary information belonging to the City of Los Angeles and/or its Proprietary Departments and is intended only for the confidential use of the addressee. If you have received this message in error, are not the addressee, an agent of the addressee, or otherwise authorized to receive this information, please delete/destroy and notify the sender immediately. Any review, dissemination, distribution or copying of the information contained in this message is strictly prohibited.
LAYOUT NOTES:
1. RIVER ROCK COBBLE SHALL BE 4" - 6" RIVER ROCK FROM SUNBURST DECORATIVE ROCK: 626.446.4994 OR APPROVED ALTERNATE. PROVIDE 3 @ 30'-42", 3 @ 30'-36" AND 2 @ 34'-0".
2. BOULDERS SHALL BE RIVER ROCK TO MATCH PAVING FROM SUNBURST DECORATIVE ROCK: 626.446.4994 OR APPROVED ALTERNATE: PROVIDE 3@ 36"-42", 3@ 30"-0", AND 2@ 24"-0".
3. PROVIDE APPROPRIATE Stub-OUTS FOR LIGHTING FIXTURES AND VAULT AS INDICATED: REF LIGHTING PLAN, CBG-7.6
4. CONTRACTOR SHALL BREAK UP, RIP, TURN OVER, AND OTHERWISE CULTIVATE TO A DEPTH OF AT LEAST 12" EITHER MECHANICALLY OR BY HAND THE EXISTING SOILS THAT ARE HEAVILY COMPACTED SOILS TO ACHIEVE 80% COMPACTION LEVELS FOR PLANTING AREAS.
5. CONTRACTOR TO BACKFILL ALL PLANTING AREAS WITH A RECOMMENDED MIX OF CLEAN, WEED-FREE SOIL.
6. FINISHED GRADES FOR PLANTING AREAS SHALL BE SET 3" BELOW THE EDGE OF ADJACENT PAVING.
7. ELECTRICAL TO BE PERFORMED UNDER SEPARATE PERMIT.
DEMO DEMOLITION NOTES:

1. CONTRACTOR TO REMOVE ALL DEMOLITION DEBRIS FROM THE SITE DAILY. ALL DEBRIS TO BE DISPOSED OF IN COMPLIANCE WITH CITY AND STATE REGULATIONS.
2. ALL EXISTING UTILITIES, SIDEWALKS, CURBS, STREET PAVING, STREET SIGNS, AND SITE FURNISHINGS TO REMAIN WITHIN THE NEW CONSTRUCTION AREA SHALL BE PROPERLY AND ADEQUATELY PROTECTED FROM DAMAGE DURING DEMOLITION AND CONSTRUCTION OPERATIONS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RESTORE TO THE ORIGINAL CONDITION ANY OF THESE EXISTING ITEMS THAT ARE DAMAGED OR DISTURBED IN ANY WAY.
3. ALL SAWCUTTING AND DEMOLITION SHALL BE DONE IN ACCORDANCE WITH THE PLANS, ACCEPTED STANDARDS, AND IN A MANNER APPROVED BY THE CITY.
4. CONTRACTOR SHALL EXCAVATE AND REMOVE ALL MATERIAL TO A DEPTH OF 6".

EXISTING CONCRETE SIDEWALK TO REMAIN

LIMIT OF WORK

EXISTING SAWCUTTING AND DEMOLITION SHALL BE DONE IN ACCORDANCE WITH THE PLANS, ACCEPTED STANDARDS, AND IN A MANNER APPROVED BY THE CITY.

EXISTING STOP SIGN AND FOOTING TO REMAIN

EXISTING TRASH CAN

LINE OF (E) SIDEWALK TO REMAIN

EXISTING GAS LINE AND METER G.C. TO CONTACT DIG ALERT A MIN. OF 2 DAYS PRIOR TO EXCAVATION (NOT INCL. DATE OF NOTIFICATION)

EXISTING DIVIDED ROAD SIGN AND FOOTING TO REMAIN

EXISTING CURB AND FOOTING TO REMAIN

EXISTING ASPHALT INFILL THROUGHOUT APPROX. = 1275 SF

EXISTING CONCRETE SIDEWALK TO REMAIN

EXISTING DO NOT ENTER SIGN AND FOOTING TO REMAIN

EXISTING STREET LIGHT

EXISTING TRASH CAN

EXISTING DO NOT ENTER SIGN AND FOOTING TO REMAIN

EXISTING STREET LIGHT

EXISTING CURB RADIUS TO REMAIN

EXISTING CURB RADIUS TO REMAIN

EXISTING ASPHALT INFILL THROUGHOUT APPROX. = 1275 SF

EXISTING CURB RADIUS TO REMAIN

EXISTING ASPHALT INFILL TO BE REMOVED

ASPHALT INFILL TO BE REMOVED

DEMOLITION PLAN

CBG 7.2

1/4" = 1'-0"

LA SALLE GATEWAY MONUMENT

WASHINGTON BOULEVARD

WASHINGTON BOULEVARD AND SOUTH LA SALLE AVENUE

LOS ANGELES CA 90018

SUBMITTED BY:
WEST ADAMS HEIGHTS / SUGAR HILL NEIGHBORHOOD ASSOCIATION

PROJECT MANAGER CONTACT:
KELLY KENNEDY
(310) 654-0382

DATE:
18 SEPTEMBER 2018

DIG ALERT
DIAL 811
FROM ANY PHONE AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA
LA SALLE GATEWAY MONUMENT
WASHINGTON BOULEVARD AND SOUTH LA SALLE AVENUE, LOS ANGELES CA 90018

AERIAL VIEW OF (E) PROJECT SITE: N.T.S.

GENERAL NOTES:
1. All existing in-ground structures including signage within the limit of work shall be retained as existing
2. Install root barriers along the edges of paving that are within 6' of new trees.
3. Contractor shall break up, rip, turn over, and otherwise cultivate to a depth of at least 12" either mechanically or by hand the existing soils that are heavily compacted soils to achieve 80% compaction levels for planting areas
4. Contractor to backfill all planting areas with a recommended mix of clean, weed-free soil
5. Finished grades for planting areas shall be set 3" below the edge of adjacent paving.

LIMIT OF WORK: 1' = 10'-0"

AREA MAP: N.T.S.
3. LOS ANGELES BUILDING CODE (LABC), 2016 EDITION 'HERE APPLICABLE.

A. PRIOR TO THE ISSUANCE OF THE BUILDING AND/OR GRADING PERMIT THERE SHALL BE NO TRENCHES OR ECAVATIONS.

15. CONSTRUCTION MATERIAL SHALL BE SPREAD OUT IF PLACED ON FRAMED ROOF OR FLOOR. LOAD SHALL NOT EXCEED THE LIMITATION OF 'HERE APPLICABLE.


D. ACCESS LADDERS, OR OTHER MEANS WHICH WILL NOT PROHIBIT FIRE FIGHTING DETAILS ARE GIVEN, CONSTRUCTION SHALL BE AS SHOWN FOR SIMILAR WORK.

THE METHOD OF WORK STOPPAGES, HORIZONTAL CONSTRUCTION JOINTS OR LARGER 2" OF WORK.

NOTE: NO FLY ASH ADDITIVES SHALL BE USED IN FLATWORK OR ARCHITECTURALLY EXPOSED CONCRETE UNLESS APPROVED.

THE CONCRETE SLUMP SHALL NOT EXCEED 4" INCHES WITHOUT PLASTICIZER.

CONSULT WITH THE STRUCTURAL ENGINEER.

LAP SPLICES IN CONCRETE: LAP SPLICES, UNLESS NOTED OTHERWISE, SHALL BE CLASS 'B' TENSION LAP SPLICES PER ASTM A706.

WELDED WIRE FABRIC PER ASTM A85, WIRE PER ASTM A63. NO TACK WELDING OR REINFORCING BAR;)

THE CONCRETE SLUMP SHALL NOT EXCEED 4" INCHES WITHOUT PLASTICIZER. CONSULT WITH THE STRUCTURAL ENGINEER.

THE ABOVE ITEMS.
**LIGHTING LEGEND**

<table>
<thead>
<tr>
<th>SYMBOL</th>
<th>DESCRIPTION</th>
<th>MODEL</th>
<th>MFG</th>
</tr>
</thead>
<tbody>
<tr>
<td>en</td>
<td>PIER LIGHT &amp; BASE</td>
<td>PHOENIX, SEE CBG 7.4</td>
<td>2279 A6D B G D S N C / G02</td>
</tr>
<tr>
<td>w</td>
<td>LOW VOLTAGE DIRECTIONAL UPLIGHT</td>
<td>MASTERLIGHTER 20W SEE CBG 7.6</td>
<td>MR-0508</td>
</tr>
<tr>
<td>w</td>
<td>LOW VOLTAGE TRANSFORMER</td>
<td>PIER SPECS, SEE CBG 7.6</td>
<td>PIER MFG SPECS</td>
</tr>
</tbody>
</table>

**LIGHTING NOTES:**

1. ALL LIGHTING SHALL BE CONTROLLED BY TIMER
2. INSTALL ALL LOW VOLTAGE LIGHTING FLUSH WITH SURROUNDING PAVING
3. IF ANY ITEMS SPECIFIED IN LIGHTING LEGEND ARE UNAVAILABLE, G.C. TO PROVIDE APPROVED EQUAL (OR COORDINATE FABRICATION) BASED ON PROVIDED MFG SPECS

---

**WASHINGTON BOULEVARD**

**LA SALLE GATEWAY MONUMENT**

**WASHINGTON BOULEVARD AND SOUTH LA SALLE AVENUE**

**LOS ANGELES CA 90018**

**SUBMITTED BY:**
WEST ADAMS HEIGHTS / SUGAR HILL NEIGHBORHOOD ASSOCIATION

**PROJECT MANAGER CONTACT:**
KELLY KENNEDY
(310) 654-0382

**DATE:**
18 SEPTEMBER 2018

**DIG ALERT**
DIAL 811 
FROM ANY PHONE 
AT LEAST TWO DAYS 
BEFORE YOU DIG 
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

---

**LIGHTING VAULT**

1. PIER LIGHT CENTER ON COLUMN MOUNT TO COLUMN TOP

4. DIRECTIONAL UPLIGHT

---

**PHOENIX 2330**

Model: 2330 B A R E 180° H N H C

- Inner Body: Copper
- Outer Body: Black ABS Conduct
- Grating:
  - Outer Grade: Brendam Black
  - Inner Grade: Brendam Black
- Transformer:
  - 150W

---

**MASTERLIGHTER MR-0508**

- Model: 0508
- Lamp: 100W Halogen
- Finish: Copper
- Socket: 3-Wire
- Material:
  - Cylinder: Plastic
  - Body: Steel
  - Lens: Glass
- Dimensions:
  - H: 23 3/4" x W: 10" x L: 10"
  - Weight: 32 lbs
  - Max. Post: 2 1/2" dia.
  - Height: 10" x Width: 10" x Depth: 10"
**PLANTING LEGEND**

The plant list is for the contractor's convenience only. If discrepancies exist between the plant list and planting plans, the plans shall govern.

<table>
<thead>
<tr>
<th>SYM</th>
<th>QTY</th>
<th>SIZE</th>
<th>HEIGHT</th>
<th>WIDTH</th>
<th>CALIPER</th>
<th>BOTANICAL NAME</th>
<th>COMMON NAME</th>
<th>REMARKS</th>
<th>MATURE SIZE (in ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>24&quot; box</td>
<td>9'-12'</td>
<td>5'-6'</td>
<td>1-1/2&quot;</td>
<td>Cercidium 'Desert Museum'</td>
<td>Thornless Palo Verde</td>
<td>Standard form</td>
<td>35' x 35'</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>1 gallon</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Achillea millefolium</td>
<td>Yarrow</td>
<td>Plant 18&quot; o.c.</td>
<td>2' x 1-3'</td>
<td></td>
</tr>
<tr>
<td>71</td>
<td>1 gallon</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Ambrosia pumila</td>
<td>San Diego Ambrosia</td>
<td>Plant 18&quot; o.c.</td>
<td>2' x 1-3'</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>1 gallon</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Epilobium canum</td>
<td>California Fuchsia</td>
<td>Plant 30&quot; o.c.</td>
<td>1' x 2'</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>5 gallon</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Juncus patens 'Elk Blue'</td>
<td>Elk Blue Juncus</td>
<td>Plant 24&quot; o.c.</td>
<td>1' x 2' x 1-3/4&quot;</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>5 gallon</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Muhlenbergia rigens</td>
<td>Deer Grass*</td>
<td>Plant 48&quot; o.c.</td>
<td>5' x 3' o.c.</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>5 gallon</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Salvia 'Gracias'</td>
<td>Creeping Sage</td>
<td>Plant 36&quot; o.c.</td>
<td>3' x 6' x 1' - 1-3/4&quot;</td>
<td></td>
</tr>
</tbody>
</table>

**NOTE:** *All plant materials shall be maintained at a maximum height of 24". All plant materials to be watered by watering truck during establishment. See maintenance plan for details.*

If this sheet is smaller than 24" x 36", it has been reduced.
G) CONCRETE JOINTS

NOTES:
2. EXPANSION JOINTS EXISTING PAVING: PROVIDE CONCRETE SECTION AND REINFORCING.

3. PRECAST STONE/ COLORED CONCRETE FOR PLAQUES: PROVIDE SAMPLE TO NEIGHBORHOOD ASSOCIATION FOR APPROVAL

5. PROVIDE FIXTURE AND ALL NECESSARY ELECTRICAL AND INSTALLATION FOR MOUNTED PIER LIGHT FIXTURE: REFERENCE LIGHTING PLAN, SHEET# CBG 7.6

6. BASE COURSE OF 3/4" GRAVEL
9% COMPACTED SUBGRADE

1. ORIENTATION OF BOULDERS TO BE DETERMINED ON-SITE BY D.C.
2. BOULDERS TO BE BURIED AT A MINIMUM OF 10" OF TOTAL HEIGHT, TYP.

WEST ADAMS - LA SALLE RIVER ROCK MONUMENT

5 12" - 1'-0"

3. COBBLE PAVING ADJACENT TO EXISTING CURBS

3. 3" CLASS 2 COMPACTED AGGREGATE SUB-BASE (ABR)
COMPACTED SUBSPACE

4. 4"-6" ROUND RIVER ROCK COBBLE, INDIVIDUALLY SET TO THE COBBLE DIAMETER INTO CEMENT DRIATH

6. 4'-9" WIDTH VARIES - SEE PLAN

TOP OF INNER CURB IN BORDING PLANTING AREA TO BE MIN. 1" BELOW TOP OF NEAREST (E) SIDEWALK OR NEAREST (E) STREET CURB

4. CONCRETE SUBGRADE WEDGE LAUNCH AT INNER EDGE OF ALL PLANTING AREAS
F.G. OF PLANTING AREA TO BE 3" BELOW PAVING

1. MINIMIZE VISIBLE EXPOSED GROUT AT COBBLE JOINTS
2. COBBLES WITH BREATHS OR FRACTURES ARE NOT ALLOWED
3. ROCK SHALL BE SATURATED SURFACE MOIST (SSM) PRIOR TO PLACEMENT

5. CONCRETE MORTAR BED SHALL HAVE A CEMENT RATIO PER CUBIC YARD OF CONCRETE OF 1/3 OF TOTAL HEIGHT, TYP.

INTEGRAL COLOR ADMIXTURE: CHROMIX, L.M. SCOFIELD, MATCH TO RIVER ROCK MORTAR AT MONUMENT

2. MAINTAIN MORTAR LEVEL AT OR BELOW LEVEL OF ADJACENT PAVING AND CURBS

NOTE: BASE, AGGREGATE AND REINFORCING PER CITY OF LOS ANGELES STANDARDS

1. MINIMIZE VISIBLE EXPOSED GROUT AT COBBLE JOINTS
2. SURFACE OF COBBLE FIELD TO HAVE MAX. 1" VARIATION IN HEIGHT OF INDIVIDUAL COBBLES
3. COBBLES WITH BREATHS OR FRACTURES ARE NOT ALLOWED
4. ROCK SHALL BE SATURATED SURFACE MOIST (SSM) PRIOR TO PLACEMENT
5. CONCRETE MORTAR BED SHALL HAVE A CEMENT RATIO PER CUBIC YARD OF CONCRETE OF 1/3 OF TOTAL HEIGHT, TYP.

INTEGRAL COLOR ADMIXTURE: CHROMIX, L.M. SCOFIELD, MATCH TO RIVER ROCK MORTAR AT MONUMENT

1. MAINTAIN MORTAR LEVEL AT OR BELOW LEVEL OF ADJACENT PAVING AND CURBS
Hi Gerry,
Finally getting around to this. Sorry.

The plans look good to me. I stamped and signed them. I've attached pdf copies of the plans and left the original ones at our front desk for you to pick up.

The only two comments I have is that:
1. The footing and structural elements need to be approved by BOE's Structural Division, and,
2. The electrical plans need to be approved by BSL.

--
Robert Gutierrez, Landscape Architect II
(213) 847-0881

2 attachments

- 181219 Approved Plan 1.pdf
  11944K

- 181219 Approved Plan 3.pdf
  7452K
LA SALLE GATEWAY MONUMENT
WASHINGTON BOULEVARD AND SOUTH LA SALLE AVENUE, LOS ANGELES CA 90018

SHEET GUIDE:
CBG 7.1 TITLE, NOTES AND LEGENDS SHEET
CBG 7.2 DEMOLITION PLAN
CBG 7.3 LAYOUT PLAN
CBG 7.4 LAYOUT DETAILS
CBG 7.5 PLANTING PLAN
CBG 7.6 LIGHTING PLAN
S-1 STRUCTURAL

PLANTING LEGEND

LIGHTING LEGEND

GENERAL NOTES:
1. All existing in-ground structures including signage within the limit of work shall be retained as existing
2. Install root barriers along the edges of paving that are within 1/2 of new trees.
3. Contractor shall break up, roll, turn over, and otherwise cultivate to a depth of at least 12” either mechanically or
   by hand the existing soil that is heavily compacted soil to achieve 80% compaction levels for planting areas
4. Contractor to backfill all planting areas with a recommended mix of clean, washed #5 soil
5. Finished grade for planting areas shall be set 7” below the edge of adjacent paving.
6. Contractor shall provide Storm Water Pollution Prevention Plan during construction (if applicable).

AREA MAP: N.T.S.

LIMIT OF WORK: 9” X 10’”

NOTE: GCL PLANTING IS TO BE PLACED AT A MINIMUM HEIGHT OF 12” AT PLAN PERMISSIBLE TO BE
SWITCHED BY STORM FLOOD DURING EXTREMELY HIGH SEE MAINTENANCE PLAN FOR DETAILS.

DIG ALERT
DIAL 811
FROM ANY PHONE
AT LEAST TWO DAYS
BEFORE YOU DIG

CBG 7.1 TITLE, NOTES AND
LEGENDS SHEET

 project site

If this sheet is smaller than 24” X 36”, it has been reduced.
DEMO LI TION NOTES:
1. CONTRACTOR TO REMOVE ALL DEMOLITION DEBRIS FROM THE SITE DAILY. ALL DEBRIS TO BE DISPOSED OF IN COMPLIANCE WITH CITY AND STATE REGULATIONS.
2. ALL EXISTING UTILITIES, SIDEWALKS, CURBS, STREET PAVING, STREET SIGNS AND SITE FURNISHINGS TO REMAIN WITHIN THE NEW CONSTRUCTION AREA SHALL BE PROPERLY AND ACCURATELY PROTECTED FROM DAMAGE DURING DEMOLITION AND CONSTRUCTION OPERATIONS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RESTORE TO THE ORIGINAL CONDITION ANY OF THESE EXISTING ITEMS THAT ARE DAMAGED OR DISTURBED IN ANY WAY.
3. ALL SCAFFOLDING AND DEMOLITION SHALL BE DONE IN ACCORDANCE WITH THE PLANS, ACCEPTED STANDARDS, AND IN A MANNER APPROVED BY THE CITY.
4. CONTRACTOR SHALL EXCAVATE AND REMOVE ALL MATERIAL TO A DEPTH OF 6'

WASHINGTON BOULEVARD

EXISTING STREET LIGHT

EXISTING TRASH CAN

EXISTING SIDEWALK TO REMAIN

EXISTING DO NOT ENTER SIGN AND FOOTING TO REMAIN

EXISTING CONCRETE SIDEWALK TO REMAIN

EXISTING CURB AND FOOTING TO REMAIN

EXISTING CURB AND FOOTING TO REMAIN

EXISTING GATEWAY MONUMENT

EXISTING STOP SIGN AND FOOTING TO REMAIN

EXISTING GAS LINE AND METER G.C. TO CONTACT DIG ALERT A MIN. OF 2 DAYS PRIOR TO EXCAVATION (NOT INCL. DATE OF NOTIFICATION)

EXISTING DIVIDED ROAD SIGN AND FOOTING TO REMAIN

EXISTING ASPHALT INFILL THROUGHOUT APPROX. = 1275 SF

EXISTING ASPHALT INFILL TO BE REMOVED

DIAL 811 FROM ANY PHONE AT LEAST TWO DAYS BEFORE YOU DIG

DIG ALERT

WEST ADAMS HEIGHTS/SUGAR HILL NEIGHBORHOOD ASSOCIATION

PROJECT MANAGER: KELLY KENNEDY
(310) 654-0382

DATE: 5/15/2018 PLAN CHECK
5/21/2018 CORRECTIONS

BOARD OF PUBLIC WORKS MEETING - JULY 17, 2020 - PAGE 35
1. River Rock Cobble shall be 4" - 6" River Rock (200) materials, see Spec for concrete cobble.
2. Boulder shall be River Rock to match concrete cobble (see Spec). Tolerances 2" thick x 8" wide and 8" wide x 24" long.
3. Provide appropriate stubouts for lighting fixtures and valves.
4. Contractor shall break up, rip, turn over, and otherwise cultivate to a depth of at least 12" either mechanically or by hand the existing soils that are heavily compacted soils. To achieve 80% compaction levels for planting areas.
5. Contractor shall backfill all planting areas with a recommended mix of clean, weed-free soil.
6. Finished grades for planting areas shall be set 2" below the edge of adjacent paving.
7. Electrical to be performed under separate permit.

**WASHINGTON BOULEVARD**

**LA SALLE GATEWAY MONUMENT**

**WASHINGTON BOULEVARD**

**SOUTH LA SALLE AVENUE**

**LOS ANGELES CA 90018**

**WEST ADAMS HEIGHTS/SUGAR HILL NEIGHBORHOOD ASSOCIATION**

**PROJECT MANAGER (Kokoul): KELLY KENNEDY (310) 654-0382**

**DATE:**

08/18/2019 PLAN CHECK
1. 09/19/2019 CORRECTIONS
2. 08/19/2019 CORRECTIONS
3. 10/04/2019 CORRECTIONS
4. 11/15/2019 CORRECTIONS

**DIG ALERT**

DIAL 811 TO AVOID ANY PHONE AT LEAST 3 DAYS BEFORE YOU DIG

**ADDRESS ERRORS:**

ADRESS ERRORS: SUGAR HILL TERMINAL 310-622-0211

**LAYOUT PLAN**

**CBG 7.3**
PLANTING LEGEND

THE PLANTING PLAN SHOWN ON THIS SHEET APPLIES TO ALL PLANTS TO BE PLANTED WITHIN THE BOUNDARIES OF THE PROJECT. ALL PLANTS ARE TO BE WATERED BY WATERING TRUCK DURING ESTABLISHMENT. SEE MAINTENANCE PLAN FOR DETAILS.

| PLANT | QUANTITY | COMMON NAME | PLANTSIZE |ETY
|-------|-----------|--------------|-----------|---|
| Achillea millefolium | 1 gal | Yarrow | 2' x 3' | -
| Ambrosia pumila | 1 gal | San Diego Ambrosia | 2' x 3' | -
| Epilobium canum | 1 gal | California Fuschia | 2' x 3' | -
| Juncus patens 'Elk Blue' | 5 gal | Elk Blue Juncus | 1' x 2' | -
| Muhlenbergia rigens | 5 gal | Deer Grass | 1' x 2' | -
| Salvia 'Gracias' | 1 gal | Creeping Sage | 1' x 2' | -

NOTE: ALL PLANT MATERIALS SHALL BE MAINTAINED AT A MAXIMUM HEIGHT OF 24". ALL PLANT MATERIALS TO BE WATERED BY WATERING TRUCK DURING ESTABLISHMENT. SEE MAINTENANCE PLAN FOR DETAILS.

WASHINGTON BOULEVARD

LA SALLE GATEWAY MONUMENT

WASHINGTON BOULEVARD
AND
SOUTH LA SALLE AVENUE
LOS ANGELES CA 90018

SUBMITTED BY:
WEST ADAMS HEIGHTS / SUGAR HILL
NEIGHBORHOOD ASSOCIATION

PROJECT MANAGER CONTACT:
KELLY KENNEDY
(310) 654-0382

DIG ALERT
DIAL 811
TO AVOID SERVICE SHUT-DOWN BEFORE YOU DIG

PLANTING PLAN

If this sheet is smaller than 24" x 36", it has been reduced.
WASHINGTON BOULEVARD

LA SALLE GATEWAY MONUMENT
WASHINGTON BOULEVARD AND SOUTH LA SALLE AVENUE
LOS ANGELES CA 90018

SUBMITTED BY:
WEST ADAMS HEIGHTS / SUGAR HILL NEIGHBORHOOD ASSOCIATION

PHONE: (310) 654-0382

DATE:

DIG ALERT
DIAL 811
PRIMARY PHONE
ACCESSION TWO DAYS BEFORE YOU DIG

LIGHTING PLAN
CBG 7.6

1/8" = 1'-0"
## Yosemite Cobblestone 4"-6"

### Detailed Product Information

<table>
<thead>
<tr>
<th>Item Number</th>
<th>YC46</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sold By</td>
<td>Pound</td>
</tr>
<tr>
<td>Color</td>
<td>Pink, blue, tan, brown, white, grey, black</td>
</tr>
<tr>
<td>Size</td>
<td>4&quot;-6&quot; Diameter</td>
</tr>
<tr>
<td>Average Coverage</td>
<td>30-40 sf/ton</td>
</tr>
<tr>
<td>Description</td>
<td>The Yosemite cobble in the 4&quot;-6&quot; and 6&quot;-8&quot; is an earthtone blend of river rock with tans, grays, whites, and some pastels. This cobblestone can be laid in mortar like the picture shown, or it can be used in dry river or flower beds. Also available in 1/2&quot;-3/4&quot; and 1&quot;-1-1/2&quot; pebbles and 18&quot;-36&quot; landscape boulders (boulders are mostly golden brown).</td>
</tr>
<tr>
<td>Application &amp; Use</td>
<td>Paving: walkways, dry river beds; veneer for interior or exterior walls, columns, fireplace faces, chimneys, barbecues, planters, waterfalls, water features, ponds, swimming or natural pools, lamp posts, etc.</td>
</tr>
</tbody>
</table>

Photos on this website are as close to true color as technology and your computer monitor can provide. However, all photos vary somewhat from the true color of the original product. **We DO NOT** represent that these photos are an exact match of any of our products. You should always base your choice of product on an actual sample.

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**Yosemite Cobblestone 4"-6"**

<table>
<thead>
<tr>
<th>Brick</th>
<th>Tile</th>
<th>Block</th>
<th>Sand</th>
<th>Gravel</th>
<th>Cement</th>
<th>Steel</th>
<th>Stone</th>
<th>Landscape Supplies</th>
<th>Precast</th>
<th>Firewood</th>
<th>BBQs</th>
<th>Flagstone</th>
<th>Ledgestone</th>
<th>Waterproofing &amp; Deck Systems</th>
<th>Tool</th>
<th>Rentals</th>
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<tbody>
<tr>
<td>INDIO</td>
<td>THOUSAND PALMS</td>
<td>SAN BERNARDINO</td>
<td>GARDENA</td>
<td>LAGUNA NIGUEL</td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<td></td>
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<tr>
<td>84275 Cabazon Road</td>
<td>32605 Harry Oliver Trail</td>
<td>1485 South Waterman Avenue</td>
<td>359 East Gardena Boulevard</td>
<td>28092 Forbes Road</td>
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<tr>
<td>Indio, CA 92201-6248</td>
<td>Thousand Palms, CA 92276-3501</td>
<td>San Bernardino, CA 92408-2806</td>
<td>Gardena, CA 90248-2815</td>
<td>Laguna Niguel, CA 92677-1288</td>
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<tr>
<td>(760) 393-5300</td>
<td>(760) 404-1500</td>
<td>(909) 915-1800</td>
<td>(310) 436-1402</td>
<td>(949) 347-2100</td>
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<tr>
<td>Fax: (760) 393-5302</td>
<td>Fax: (760) 404-1502</td>
<td>Fax: (909) 915-1802</td>
<td>Fax: (310) 436-1402</td>
<td>Fax: (949) 347-2102</td>
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**RECEIVED**

**NOV 26 2019**

**DESIGN STANDARDS & INVESTIGATION GROUP**
## Detailed Product Information

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<thead>
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<th>YB</th>
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<tbody>
<tr>
<td>Sold By</td>
<td>Pound</td>
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<tr>
<td>Color</td>
<td>yellow, gold, and brown</td>
</tr>
<tr>
<td>Size</td>
<td>various sizes 18&quot; to 30&quot;</td>
</tr>
<tr>
<td>Description</td>
<td>The Yosemite Boulders are the earth tone version of our Mountain Gray Boulder, mostly a rusty orange and brown color with sizes ranging from 18&quot; to 30&quot; in diameter. Since there is such a large selection of colors, shapes and sizes we do suggest you come in and pick out the boulders you feel fit your application.</td>
</tr>
</tbody>
</table>

**Application & Use**

Ornamental Boulders may be used for diving rocks in swimming areas, monumental decorations, outdoor-tables, waterfalls, water features, groupings, central features and landscape accents of all types. Smaller headsize boulders may be used in sitting areas, garden walls or to achieve a natural fence around ranches, farms, yards, etc.

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© 2007 All rights reserved by Sepulveda Building Materials
Crushed Gravel 3/4 size

Print This Page

Large Photo | Product Info | Share by Email

Detailed Product Information

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<tbody>
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<td>Sold By</td>
<td>Scoop</td>
</tr>
<tr>
<td>Color</td>
<td>gray</td>
</tr>
<tr>
<td>Size</td>
<td>3/4</td>
</tr>
</tbody>
</table>

**Description**

An unconsolidated mixture of rock fragments or pebbles. Depending on your project needs, this item is conveniently sold by weight or volume. Units of measure available include a sack, pound, ton, scoop, half scoop and hopper. We also offer special discounted pricing by the truckload.

**Application & Use**

Gravel rock may be used in a variety of recreational, environmental, municipal, industrial, commercial and decorative landscape projects. Common usage includes decorative ground cover, walkways, planters, driveways, water wise landscaping, oriental gardening, waterscaping, Koi ponds, dog runs, erosion control, golf courses, aggregate roofing and exposed aggregate concrete.

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COMMERCIAL GRADE FASTSET™
NON-SHRINK GROUT

PRODUCT NO. 1585-09

PRODUCT DESCRIPTION
QUIKRETE® Commercial Grade FastSet™ Non-Shrink Grout is a high early strength commercial grade grout, requiring only the addition of water.

PRODUCT USE
QUIKRETE® FastSet™ Non-Shrink Grout is a dual-purpose product. As a non-metallic fluid grout meeting ASTM C1107, it is used for anchoring and grouting of anchor bolts, retrofitted reinforcing steel, steel column bases, bearing plates, precast concrete key ways and other installations that require high early and high ultimate strength. Non-shrink characteristics make it stable and capable of handling load transfers. As a repair material, the product meets ASTM C928 R3 and is used to make partial depth or full depth repairs to roads, bridges, industrial floors and other concrete surfaces.

SIZES
• QUIKRETE® FastSet™ Non-Shrink Grout - 60 lb (27.2 kg) bags

YIELD
• Yield will vary with water content. When used as a fluid grout, a 60 lb (27.2 kg) bag will yield approximately 0.58 cu ft (16.4 L). Yield will be reduced to approximately 0.55 cu ft (15.6 L) per bag at a flowable consistency. As a repair material placed at a 3" - 6" (76-152 mm) slump, a 60 lb (27.2 kg) bag will yield approximately 0.52 cu ft (14.7 L). When extended with 30 lb (13.6 kg) of high quality -1/2" (-12 mm) gravel, a 60 lb (27.2 kg) bag will yield approximately 0.7 cu ft (19.8 L).

TECHNICAL DATA
APPLICABLE STANDARDS
ASTM International
• ASTM C143/C143M Standard Test Method for Slump of Hydraulic Cement Concrete
• ASTM C191 Standard Test Method for Time of Setting of Hydraulic Cement by Vicat Needle
• ASTM C672/C672M Standard Test Method for Scaling Resistance of Concrete Surfaces Exposed to Deicing Chemicals
• ASTM C928 Standard Specification for Packaged, Dry, Rapid-Hardening Cementitious Materials for Concrete Repairs
• ASTM C939 Standard Test Method for Flow of Grout for Preplaced-Aggregate Concrete (Flow Cone Method)

PHYSICAL/CHEMICAL PROPERTIES
Typical results, obtained with QUIKRETE® FastSet™ Non-Shrink Grout used as a grout, are shown in Table 1. Product complies with all the properties of ASTM C1107 when tested at 73 degrees F (23 degrees C) at a fluid consistency. Typical results obtained with QUIKRETE® FastSet™ Non-Shrink Grout used as a repair material are shown in Table 2. Product complies with applicable portions of ASTM C928 R3 when tested at the conditions specified in Table 2.

INSTALLATION
INSTRUCTIONS FOR USE AS A GROUT
MIXING
QUIKRETE® FastSet™ Non-Shrink Grout should be mechanically mixed for a minimum of 3 minutes.
• Use the minimum amount of water necessary to provide the desired flow (approximately 1 3/4 gal (6.6 L) for a fluid consistency)
• Do not exceed a flow of 20 seconds by ASTM C939
• Add most of the mixing water to the mixer first
• Add the powder to the water and adjust as needed to achieve the desired consistency
• For a flowable consistency, reduce the water content to approximately 1.5 gal (5.7 L) per bag

PLACEMENT
Surfaces to receive the grout must be clean and free of any type of foreign matter, grease, paint, oil, dust or efflorescence. In some cases, it may be necessary to roughen smooth surfaces or etch old ones with acid. The area should be thoroughly flushed and soaked.
with clean water prior to grouting, leaving no standing water. Place the grout quickly and continuously using light rodding to eliminate air bubbles.

CURING
A damp cure of at least 1 day is necessary to control the non-shrink characteristics and maintain strength levels.

WORKING TIME
When properly mixed to a fluid consistency, QUIKRETE® FastSet™ Non-Shrink Grout will fully comply with ASTM C1107 and retain a fluid consistency for 20 minutes at 70 degrees F (21 degrees C).

TEMPERATURE
Grout temperature should be maintained at 50 - 90 degrees F (10 - 32 degrees C) for best results. To achieve specified performance in accordance with ASTM C1107, maintain temperature as close to 70 degrees F (21 degrees C) as possible. Use cold water in hot weather and hot water in cold weather to achieve desired grout temperature. Do not pour grout if temperature is expected to go below 32 degrees F (0 degrees C) within a 12 hour period.

INSTRUCTIONS FOR USE AS A REPAIR MORTAR

MIXING
QUIKRETE® FastSet™ Non-Shrink Grout should be mechanically mixed for a minimum of 3 minutes. Use the minimum amount of water necessary to provide a slump of about 3" - 6" (76-152 mm). Add approximately 1 gal (3.8 L) of water to the mixer first. Add the powder to the water and adjust as needed to achieve the recommended consistency. For repairs deeper than 2" (51 mm), add 30 lb (13.6 kg) of high quality gravel with a top size of 1/2" (13 mm) or less to the mix. Mix water will vary depending on the dampness of the aggregate. Do not add more water than needed to achieve a slump of 3" - 6" (76 - 152 mm).

TABLE 1 QUIKRETE® FASTSET™ NON-SHRINK GROUT TESTED AS A GROUT

<table>
<thead>
<tr>
<th>Consistency</th>
<th>Fluid</th>
<th>Flowable</th>
<th>Plastic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approximate water content per bag</td>
<td>1 3/4 gal (6.6 L)</td>
<td>1 1/2 gal (5.7 L)</td>
<td>1 1/4 gal (4.7 L)</td>
</tr>
<tr>
<td>Flow, ASTM C939</td>
<td>20 - 30 sec</td>
<td>125 - 145</td>
<td>-</td>
</tr>
<tr>
<td>Flow, at 5 drops, ASTM C1437</td>
<td>-</td>
<td>About 15 min</td>
<td>About 15 min</td>
</tr>
<tr>
<td>Working time</td>
<td>About 20 min</td>
<td>About 15 min</td>
<td>About 15 min</td>
</tr>
<tr>
<td>Setting time Final, ASTM C191</td>
<td>20 - 45 min</td>
<td>20 - 45 min</td>
<td>20 - 45 min</td>
</tr>
<tr>
<td>Compressive strength, ASTM C109</td>
<td>2000 psi (13.8 MPa)</td>
<td>2500 psi (17.2 MPa)</td>
<td>3000 psi (20.7 MPa)</td>
</tr>
<tr>
<td>3 hours after set</td>
<td>4000 psi (27.6 MPa)</td>
<td>4500 psi (31 MPa)</td>
<td>5000 psi (34.5 MPa)</td>
</tr>
<tr>
<td>24 hours</td>
<td>5000 psi (34.5 MPa)</td>
<td>5500 psi (37.9 MPa)</td>
<td>6000 psi (41.4 MPa)</td>
</tr>
<tr>
<td>7 days</td>
<td>6500 psi (44.8 MPa)</td>
<td>7500 psi (51.7 MPa)</td>
<td>8000 psi (55.2 MPa)</td>
</tr>
<tr>
<td>28 days</td>
<td>2000 psi (6.9 MPa)</td>
<td>1000 psi (6.9 MPa)</td>
<td>1000 psi (6.9 MPa)</td>
</tr>
<tr>
<td>Slant shear bond strength, ASTM C928</td>
<td>1000 psi (10.3 MPa)</td>
<td>1500 psi (10.3 MPa)</td>
<td>1500 psi (10.3 MPa)</td>
</tr>
<tr>
<td>1, 3, 7 and 28 days</td>
<td>0 - 0.2%</td>
<td>0 - 0.2%</td>
<td>0 - 0.2%</td>
</tr>
</tbody>
</table>

SURFACE PREPARATION
• Remove all spalled areas and areas of unsound concrete and patching
• The hole should have a vertical edge of 1/2" (12.7 mm) or more, formed by use of a pneumatic jackhammer or sawing. Holes should be chipped out to create a new, sound substrate
• After the chipping process is completed, the repair area must be cleaned by water blasting or other suitable method
• Dampen holes with clean water before patching. No puddles of water should be left in the hole

PLACEMENT
• The hole should be filled by placing material full depth, from one end to the other to eliminate part depth lifts between batches
• Consolidate the material in the hole by hand tamping or chopping with a shovel. This is particularly important around the edges
• Screed and finish patches with hand tools to create a surface finish equivalent to the existing slab finish

CURING
No special curing procedures are required. Curing at ambient conditions is preferable.

WARRANTY
The QUIKRETE® Companies warrant this product to be of merchantable quality when used or applied in accordance with the instructions herein. The product is not warranted as suitable for any purpose or use other than the general purpose for which it is intended. Liability under this warranty is limited to the replacement of its product (as purchased) found to be defective, or at the shipping companies’ option, to refund the purchase price. In the event of a claim under this warranty, notice must be given to The QUIKRETE® Companies in writing. This limited warranty is issued and accepted in lieu of all other express warranties and expressly excludes liability for consequential damages.
<table>
<thead>
<tr>
<th>TABLE 2 QUIKRETE® FASTSET™ NON-SHRINK GROUT TESTED AS A REPAIR MATERIAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td>----------------</td>
</tr>
<tr>
<td>Aggregate extension</td>
</tr>
<tr>
<td>Slump, ASTM C143</td>
</tr>
<tr>
<td>Setting time, ASTM C191 Final</td>
</tr>
<tr>
<td>Compressive strength, ASTM C109</td>
</tr>
<tr>
<td>3 hours</td>
</tr>
<tr>
<td>24 hours</td>
</tr>
<tr>
<td>7 days</td>
</tr>
<tr>
<td>28 days</td>
</tr>
<tr>
<td>Slant shear bond strength, ASTM C928</td>
</tr>
<tr>
<td>1 day</td>
</tr>
<tr>
<td>7 days</td>
</tr>
<tr>
<td>Scaling resistance, ASTM C672</td>
</tr>
</tbody>
</table>

The QUIKRETE® Companies
One Securities Centre
3490 Piedmont Rd., NE, Suite 1300, Atlanta, GA 30305
(404) 634-9100 • Fax: (404) 842-1425

*Refer to www.quikrete.com for the most current technical data, MSDS, and guide specifications*
**MASON MIX**

**PRODUCT No. 1136**

**PRODUCT DESCRIPTION**

QUIKRSTE® Mason Mix is a contractor grade mortar mix designed for laying brick, concrete masonry units and stone.

**PRODUCT USE**

QUIKRSTE® Mason Mix is a contractor grade mortar mix designed for laying brick, concrete masonry units and stone. QUIKRSTE® Mason Mix is a pre-blended, sanded product. The standard formulation meets ASTM C 270 and C 1714 as Type S mortar. Other types are available by special request.

**COLORS**

QUIKRSTE® Mason Mix is available in gray and additional colors by special order. Color can also be added to the product as it is mixed by adding QUIKRSTE® Stucco and Mortar Color (#1319) to the mixing water. Twenty standard colors are available.

**SIZES**

- QUIKRSTE® Mason Mix
  - 60 lb (27.2 kg) bags
  - 80 lb (36.2 kg) bags
  - 94 lb (42.6 kg) bags
  - 25 kg (55 lb) bags
  - 30 kg (66 lb) bags

**YIELD**

- Each 80 lb (36.2 kg) bag of QUIKRSTE® Mason Mix will lay up to 37 standard bricks or 13 standard (8 in by 8 in by 16 in [200 mm x 200 mm x 405 mm]) blocks.

**TECHNICAL DATA**

**APPLICABLE STANDARDS**

ASTM International
- ASTM C 270 Specification for Mortar for Unit Masonry
- ASTM C 1714 Specification for Preblended Dry Mortar Mix for Unit Masonry

**PHYSICAL/CHEMICAL PROPERTIES**

QUIKRSTE® Mason Mix meets or exceeds the property requirements of ASTM C 270 and ASTM C 1714 for the type selected. Refer to Appendix XI of ASTM C 270 for guidance in selecting the proper mortar type. See Table 1.

**INSTALLATION**

**SURFACE PREPARATION**

Surfaces to receive Mason Mix should be clean and free of dirt, loose debris, grease, oil, etc., for the best possible bond.

**MIXING**

- For each 80 lb (36.2 kg) bag, add 5 qt (4.7 L) of fresh water to mixer; for each 60 lb (27.2 kg) bag, add 4 qt (3.8 L).
- Turn the mixer on and begin adding bags of Mason Mix.
- If the material becomes too difficult to mix, add additional water until a workable mix of trowelable consistency is obtained.
- Maximum water content is expected to be 7 qt (6.6 L) for each 80 lb (36.2 kg) bag and 6 qt (5.7 L) for each 60 lb (27.2 kg) bag.

<table>
<thead>
<tr>
<th>Type</th>
<th>Minimum Compressive Strength, PSI (MPa)</th>
<th>Water Retention Minimum %</th>
<th>Air content Maximum %</th>
</tr>
</thead>
<tbody>
<tr>
<td>M</td>
<td>2500 (17.2)</td>
<td>75</td>
<td>12</td>
</tr>
<tr>
<td>S</td>
<td>1800 (12.4)</td>
<td>75</td>
<td>12</td>
</tr>
<tr>
<td>N</td>
<td>750 (5.1)</td>
<td>75</td>
<td>14†</td>
</tr>
<tr>
<td>O</td>
<td>350 (2.4)</td>
<td>75</td>
<td>14†</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type</th>
<th>Minimum Compressive Strength, PSI (MPa)</th>
<th>Water Retention Minimum %</th>
<th>Air content Maximum %</th>
</tr>
</thead>
<tbody>
<tr>
<td>M</td>
<td>2500 (17.2)</td>
<td>75</td>
<td>18</td>
</tr>
<tr>
<td>S</td>
<td>1800 (12.4)</td>
<td>75</td>
<td>18</td>
</tr>
<tr>
<td>N</td>
<td>750 (5.1)</td>
<td>75</td>
<td>20‡</td>
</tr>
<tr>
<td>O</td>
<td>350 (2.4)</td>
<td>75</td>
<td>20‡</td>
</tr>
</tbody>
</table>

† When structural reinforcement is included, the maximum air content shall be 12%
‡ When structural reinforcement is included, the maximum air content shall be 18%

**INSTALLATION**

- Apply a full bed of mortar onto the base, approximately 1/2 in to 3/4 in (13 to 19 mm) thick.
- Push downward into the mortar bed and sideways against the previously laid block with a slight twisting motion.
- Tool the mortar joints when they become thumbprint hard. This will make the mortar joint watertight and provide a neat appearance.
CURING
Curing of masonry mortars is required only if conditions are very hot, dry or windy. In such cases, a gentle mist of water applied to the surface will prevent premature drying and improve the strength of the mortar.

PRECAUTIONS
Variations in mix water amount, mix time, curing conditions and finishing will cause color variations.

WARRANTY
NOTICE: Obtain the applicable LIMITED WARRANTY at www.quikrete.com/product-warranty or send a written request to The Quikrete Companies, LLC, Five Concourse Parkway, Atlanta, GA 30328, USA. Manufactured under the authority of The Quikrete Companies, LLC. © 2018 Quikrete International, Inc.

* Refer to www.quikrete.com for the most current technical data, SDS, and guide specifications
SUBMITTAL REVIEW TRANSMITTAL

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<th>TO: (Name/Office)</th>
<th>DATE:</th>
<th>FILE: (E2020 File #)</th>
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<tbody>
<tr>
<td>Gerry Valido</td>
<td>11/27/19</td>
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<table>
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<th>PERMIT NUMBER: (B, E, U, &amp; R)</th>
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<tbody>
<tr>
<td>213-978-0241</td>
<td><a href="mailto:gerry.valido@lacity.org">gerry.valido@lacity.org</a></td>
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<tr>
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<td>1 R 3</td>
<td>Gerry Valido</td>
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<th>REVIEWER'S PHONE NUMBER:</th>
<th>SUPERVISOR:</th>
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<tr>
<td>Amy Lin</td>
<td>213-485-1093</td>
<td>Edward Arrington</td>
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RECOMMENDED ACTION (Check One)

A (No Exceptions Taken)  B (Make Corrections Noted)  C (Rejected – Resubmit)

Non – Conflict Item – NOT REVIEWED  For Information Only – NOT REVIEWED

This review is limited to the evaluation of specific products used under the above subject project. Overall project evaluation and approval requirements shall be established by the overseeing District Office. As such, this review does not relieve the applicant from conforming to any and all requirements as established by that District Office. Any designated acceptance by WCED does not constitute City wide use or approval unless specifically indicated on the permit. As such reuse of the associated products for a different location requires a resubmittal for evaluation under a separate permit.

ADDITIONAL REQUIREMENTS/INFORMATION

RESUBMITTAL REQUIRED  THIS SUBMITTAL WILL AFFECT RECORD DRAWINGS

COMPREHENSIVE COMMENTS: 1 R 3, 11/27/2019

In Submittal 1 R 3, only Drawings CBG 7.3 and 7.4 are provided to DSIG.

General

Consult with BOE Permit Office to identify what type of permit (if any) is required for this project. Submit the entire submittal package including plans, product specifications, and all relevant information to the permit office.
WASTEWATER CONVEYANCE ENGINEERING DIVISION
Bradley Jenson, P.E. - Division Engineer

SUBMITTAL REVIEW TRANSMITTAL

**ATTACHMENTS:**

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<td>☐ GEO</td>
<td>Patrick Schmid</td>
<td>Group Manager</td>
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RECOMMENDING THE BOARD:

1. FIND that the Board has reviewed and considered the information in the Metro Westside Purple Line Extension Project, Section 2 Draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) (Transmittal No. 1) and the Project Final EIS/EIR (Transmittal No. 2);

2. FIND under the California Public Resources Code, Section 21166 and the California Environmental Quality Act (CEQA) Guidelines Section 15162, on the basis of substantial evidence contained in the whole record, that since certification of the EIS/EIR, there have been no changes with respect to the circumstances under which the temporary street closure being undertaken would require a subsequent EIR or supplemental EIR;

3. ADOPT the March 2012, Mitigation Monitoring and Reporting Program (MMRP) (Appendix I of the Final EIS/EIR) prepared by Los Angeles County Metropolitan Transportation Authority, as it pertains to construction impacts;

4. FIND under CEQA Guidelines Section 15091 that changes have been incorporated into the project which substantially lessen the significant environmental effects as identified in the Final EIS/EIR. Further find that there is no feasible alternative or additional feasible mitigation measures within the Board’s powers that would substantially lessen any significant effect the project would have on the environment;

5. ADOPT the attached CEQA Findings of Fact and Statement of Overriding Considerations (Transmittal No. 3) as it pertains to the temporary street closure and find that the economic, social, technological, and other benefits of the project outweigh its significant and unavoidable impacts;

6. SPECIFY that the Metro Transit Division of the Bureau of Engineering, located at 1149 South Broadway; the Board, located at 200 North Spring Street; and other relevant City of Los Angeles departments are custodians of the documents or other material which constitute the record of the proceedings
upon which the Board's decision is based; and

7. APPROVE the request (Transmittal No. 4) to temporarily close Constellation Boulevard from 400 feet west of Century Park East to Avenue of the Stars for the piling and decking construction for seven weeks, starting Friday, July 17, 2020, at 6:00 p.m. and ending on Monday, August 31, 2020, at 6:00 a.m. subject to the conditions identified within this report.

(W.O. E1907871)

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METRO WESTSIDE PURPLE LINE EXTENSION PROJECT, SECTION 2 - REQUEST TO TEMPORARILY CLOSE CONSTELLATION BOULEVARD FROM 400 FEET WEST OF CENTURY PARK EAST TO AVENUE OF THE STARS FOR SEVEN WEEKS STARTING ON JULY 17, 2020 AND ENDING ON AUGUST 31, 2020 TO PERFORM PILING AND DECKING SYSTEM FOR THE CONSTELLATION STATION (WORK ORDER NO. E1907871)

RECOMMENDING THE BOARD OF PUBLIC WORKS (BOARD):

1. FIND that the Board has reviewed and considered the information in the Metro Westside Purple Line Extension Project, Section 2 (Project) Draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) (Transmittal No. 1) and the Project Final EIS/EIR (Transmittal No. 2).

2. FIND under the California Public Resources Code, Section 21166 and the California Environmental Quality Act (CEQA) Guidelines Section 15162, on the basis of substantial evidence contained in the whole record, that since certification of the EIS/EIR, there have been no changes with respect to the circumstances under which the temporary street closure being undertaken would require a subsequent EIR or supplemental EIR.

3. ADOPT the March 2012, Mitigation Monitoring and Reporting Program (MMRP) (Appendix I of the Final EIS/EIR) prepared by Los Angeles County Metropolitan Transportation Authority (Metro), as it pertains to construction impacts.

4. FIND under CEQA Guidelines Section 15091 that changes have been incorporated into the Project which substantially lessen the significant environmental effects as identified in the Final EIS/EIR. Further find that there is no feasible alternative or additional feasible mitigation measures within the Board’s powers that would substantially lessen any significant effect the Project would have on the environment.

5. ADOPT the attached CEQA Findings of Fact and Statement of Overriding Considerations (Transmittal No. 3) as it pertains to the temporary street closure and find that the economic, social, technological, and other benefits of the Project outweigh its significant and unavoidable impacts.
6. SPECIFY that the Metro Transit Division of the Bureau of Engineering (BOE), located at 1149 South Broadway; the Board, located at 200 North Spring Street; and other relevant City of Los Angeles (City) departments are custodians of the documents or other material which constitute the record of the proceedings upon which the Board’s decision is based.

7. APPROVE the request (Transmittal No. 4) to temporarily close Constellation Blvd from 400 feet west of Century Park East to Avenue of the Stars for the piling and decking construction for seven weeks, starting Friday, July 17, 2020, at 6:00 p.m. and ending on Monday, August 31, 2020, at 6:00 a.m. subject to the conditions identified within this report.

CONDITIONS

1. Pursuant to the City and Metro Master Cooperative Agreement (MCA), City Contract No. C-104288, associated permit fees shall be waived.

2. Permittee shall obtain all approvals for construction work related to the aforementioned street closure prior to implementing any and all street closure related activities.

3. Permittee shall comply with Peak Hour Exemption conditions in accordance with the Los Angeles Municipal Code Sections 62.61(d) and 80.06.1. The Peak Hour Exemption can be revoked at any time by the City Engineer.

4. Permittee shall comply with all construction-related mitigation measures required in the MMRP.

5. Metro and Tutor-Perini Corporation and O&G Industries, a Joint Venture (TPOG) shall coordinate with the Traffic Management Committee (TCTMC), LADOT, and any previously cleared parties in the affected area to ensure that both work and traffic control plans are coordinated.


7. Permittee shall remain responsive to the community on any unexpected negative impacts created by the new construction schedule. Permittee shall be ready to adjust the schedule to minimize negative impacts to the community.
TRANSMITTALS


4. Letter dated June 17, 2020, from TPOG requesting the full street closure of Constellation Boulevard for the piling and decking construction.

5. Copy of the minutes from Metro’s Board hearing on April 26, 2012, at which Metro’s Board approved the Project, and adopted several design refinements.

6. Westside Subway Extension Project Addendum (Addendum to the Final EIS/EIR), dated May 2012.

7. Westside Purple Line Extension Project, Section 2, (Addendum to the Final EIR), dated October 2015.


10. Email from Jay Greenstein of Council District No. 5, dated May 20, 2020, supporting the Peak Hour Exemption during the full closure of Constellation Boulevard east of Avenue of the Stars.


DISCUSSION

Background
This request is the sixth street closure request for the Project on Constellation Boulevard between Century Park East and Avenue of the Stars. The previously approved requests are:

On May 4, 2018, your Board granted a 9-month street closure beginning May 7, 2019 and ending on January 31, 2019 to facilitate piling, decking, utility support, and excavation for the Launch Box

On December 14, 2018, your Board granted a 4-month street closure extension beginning February 1, 2019 and ending June 21, 2019.

On June 14, 2019, your Board granted a 6-month street closure extension beginning June 22, 2019 and ending December 22, 2019.


On April 21, 2020, your Board granted a 5-week street closure adjacent to and west of the TBM launch box street closure to facilitate a waterline relocation beginning April 22, 2020 and ending May 27, 2020.

As detailed in TPOG’s letter dated June 17, 2020 (Transmittal No. 4), TPOG, is requesting approval for a continuous full street closure starting Friday, July 10, 2020 to Monday, August 31, 2020 to perform the underground Constellation Boulevard Station piling and decking system construction. This full street closure request is one of several closures needed to install a piling and decking system to enable the excavation for the Century City/Constellation Station. In the near future, Metro and TPOG will request additional continuous full street closure to complete the piling and decking system construction.

In order to avoid traffic impacts to normal weekday traffic patterns, this work was originally planned to be performed during a series of weeknight closures, however, as a result of the Mayor’s “Safer At Home” Emergency Order, there is currently very light traffic and a continuous closure can be implemented without negatively impacting traffic patterns.

The requested continuous street closure would allow TPOG to perform work three shifts per day and five days per week. If approved, the proposed street closure would allow the work to be completed in seven weeks instead of 16 weeks with the originally planned series of weeknight street closures.
At the time of writing this report, the full support of excavation (SOE) work proposed under this closure has not yet been approved but an advanced partial approval has been granted for the installation of piles, which will be the main activity under the requested street closure.

There have been two enforcement actions associated with the work, however, to Metro’s credit, both have since been addressed:

On May 18, 2020, the Bureau of Contract Administration (BCA) issued a Notice of Non-Compliance for the installation of the SOE piles without a design approved by the BOE. In response to this notice Metro stopped the unauthorized installation and submitted a set of plans to the BOE. The BOE has since reviewed and approved the pile design which allows the installation of piles. Remaining SOE plans will be submitted at a later date prior to installation.

On June 3, 2020, the BCA issued a Job Memo to TPOG that their street closure to install the waterline had expired on May 27, 2020 and needed to secure Board approval to extend the closure dates with the widened scope to include the SOE piles and roadway decking. In order to address the Job Memo, TPOG has opened a lane of traffic.

**LADOT Traffic Impact Statement**

The LADOT has reviewed the Metro’s CEQA Memo and Community Outreach Efforts (Transmittal No. 8) and prepared their impact statement (Transmittal No. 13), dated June 18, 2020.

Due to the shelter in place mandate, vehicular traffic in the area has been significantly reduced and no separate environmental analysis was required. All previous information identified in the CEQA Technical Memorandums evaluated previously (June 2019 and December 2019), the full closure in the 2012 Final EIS/EIR and the 2015 Final EIR Addendum remain relevant to the level of effort and construction activities being performed, and no new or modified mitigation measures would be necessary. Access to nearby buildings will remain accessible during this work period. There are no new impacts associated with this level of effort.
LADOT recognizes that the Project receives full support from the surrounding business stakeholders, including Council District No. 5, to perform this work, and therefore will provide support services to manage traffic conditions as safely and efficiently as possible during the proposed seven-week full-closure period. Metro and its Design-Build contractors will continue to work closely with LADOT to monitor conditions and make modifications and/or adjustments to the Traffic Management Plan as necessary.

The Worksite Traffic Control Plan (WTCP) for the closure has been approved by LADOT.

**CEQA Review**

Assuming the Board is acting as a responsible agency to approve a project subject to the CEQA, the Board must comply with the CEQA prior to granting any permit authorizing the closure of the subject streets. Acting as a responsible agency, the Board must certify that it has considered the environmental effects of the street closures, as shown in the Project Final EIS/EIR. The Draft and Final EIS/EIR are provided as Transmittal Nos. 1 and 2, and can also be found at:

- [https://www.metro.net/projects/westside/final-eis-eir/](https://www.metro.net/projects/westside/final-eis-eir/)

Metro, acting as the CEQA lead agency, approved Phase 1 and certified the Final EIS/EIR in April and May 2012 respectively (Transmittal Nos. 5 and 6). In October 2015, Metro released an addendum to the Final EIR to address changes specific to the Constellation Boulevard Station (Transmittal No. 7). Pursuant to Public Resources Code Section 21166 and the CEQA Guidelines Section 15162, the City must also consider whether there have been any changes to the Project, as it relates to the subject action, since certification of the Final EIS/EIR or new information, which gives rise to prepare a supplemental or subsequent EIR (Subsequent Analysis).

The City has reviewed the proposed changes for the Constellation Boulevard Station and concur with Metro’s findings of no substantial change with respect to the Project, circumstances, and information. Additionally, there is no substantial increase in previously identified significant and unavoidable impacts. For these reasons, an addendum is sufficient at addressing the construction method changes at Constellation and subsequent analysis is not needed.

The Board’s actions that are subject to the CEQA are described elsewhere in this report. The relevant findings of the Final EIS/EIR and associated mitigation measures are summarized in the CEQA Review: Summary of Relevant Findings and Mitigation Measures of Metro’s Street Closure Request (Transmittal No. 9), dated June 22, 2020.
Effects of Current Proposed Project

The proposed Project would require temporary full closure of Constellation Boulevard between TBM Launch Shaft (Just west of Century Park East) and the Avenue of the Stars for seven weeks. This will temporarily modify existing traffic patterns as drivers bypass the closed portion of the roadway. The project requires compliance with the Project’s WTCP, as stated in the Final EIS/EIR. The temporary street closure will be subject to mitigation measures outlined in Recommendation No. 5. As a result, changes or alterations have been required in or incorporated into the Project, which lessens significant impacts. However, as stated in the Final EIS/EIR, residual impacts remain [CEQA Guidelines Section 15091(a)(1)]. These mitigation measures will be enforced by Metro and are required as a condition of approval, as described in the MMRP and conditions of this report. However, potentially significant construction impacts to air quality, traffic, transit, bicycle, and pedestrian circulation would remain after mitigation. The Board finds that there is overriding economic, social, technological, and other considerations for approving the Project as outlined in the Statement of Overriding Considerations (Transmittal No. 3), adopted in April 2012.

Recommendations Nos. 1 to 7 fulfill any obligation the Board has as a responsible agency approving a project subject to the CEQA. Under the Board’s previous May 4, 2018 action (as well as for this current action), the Board was and is acting pursuant to the MCA. In addition, as part of the Project description, the Project already incorporated the mitigation measures required in the MMRP, as described above. Finally, Public Resources Code Section 21080(b)(12) exempts from the CEQA “facility extensions not-to-exceed four miles in length which are required for the transfer of passengers from or to exclusive public mass transit guideway or busway public transit services,” and if the Project is exempt from the CEQA, these additional CEQA actions would not be necessary.

Community Support Statement

According to Metro’s letter dated June 18, 2020 (Transmittal No. 8), Metro is committed to providing advance community notification and mitigation efforts for construction impacts in the Century City neighborhoods in advance of construction activities and during the life of the Project.
Metro has a Board-adopted Construction Relations Program, which evidences the agency’s commitment to conducting public outreach, stakeholder communications and construction impacts coordination, and mitigation. Since the design-build construction activities began in September 2018, Metro has received minimal complaints related to the Project. The Construction Relations team continues to communicate regularly with stakeholders and is available and responsive 24/7 in the event a complaint is received through the project hotline or in the field.

Metro will continue to host community online meetings to address construction activities, lane reductions, and closures in the Century City/Constellation Station area. Metro will also continue attending meetings held by stakeholder groups during all phases of construction.

Further to its public outreach goals, Metro will employ the following campaigns:

● Up-to-date information on the Project’s website.

● Facebook and Twitter updates.

● Advertisement in local and regional newspapers.

● WAZE notification and advertisement.

● 24/7 project hotline.

Council District No. 5 has communicated their support of a peak hour exemption for this closure dated May 20, 2020 (Transmittal No. 10), associated with this work.

The LAPD has granted a construction noise variance as communicated in a correspondence from Detective Jason Curtis, Officer in Charge, Noise Enforcement Team, Commission Investigation Division for April 23, 2020 to July 23, 2020, dated May 14, 2020 (Transmittal No. 11).

Article 3.3 of the MCA allows for temporary street closures for the necessity and convenience of the Metro Rail Projects provided that the closure is consistent and compatible with WTCP and Detour Plans as approved by the LADOT. The usual investigation and processing fees are waived in accordance with the MCA. City staff costs are accumulated under a work order number and reimbursed by Metro.
Department of Public Works
Bureau of Engineering
Bureau of Street Services
Joint Report No. 1

July 17, 2020
Page 9

( LH RMK AM GH GS )

Report reviewed by:
BOE (ADM), BSS, and LADOT

Report prepared by:
Metro Transit Division
Lawrence Hsu, PE
Division Engineer
Phone No. (213) 485-4562

LH/RS/07-2020-0072_MTD.gva

Questions regarding this report may be referred to:
Rey Saldivar, Lead Project Reviewer
Phone No. (213) 485-4663
E-mail: Reynaldo.Saldivar@lacity.org

Respectfully submitted,

Gary Lee Moore, PE, ENV SP
City Engineer
Bureau of Engineering

Adel H. Hagekhalil, PE
Director
Bureau of Street Services
The complete Draft Environmental Impact Statement/Environmental Impact Report can be found as the web link below:
https://www.metro.net/projects/westside/draft-eis-eir-sept-2010/
The complete Final Environmental Impact Statement/Environmental Impact Report can be found at the web link below:
https://www.metro.net/projects/westside/final-eis-eir/
Findings of Fact and
Statement of Overriding Considerations

https://media.metro.net/board/Items/2012/04_april/20120418P&PItem13AttachmentD.pdf

April 2012
June 17, 2020

Mr. Curtis Tran
City of Los Angeles
Bureau of Engineering
1149 S. Broadway Street, 6th Floor
Los Angeles, CA 90015

PURPLE LINE EXTENSION (PLE) SECTION 2 PROJECT: CONSTELLATION FULL CLOSURE REQUEST EAST OF AVENUE OF THE STARS

Tutor Perini/O&G (TPOG) and Metro are coordinating with the City of Los Angeles to extend the work hours and traffic control on Constellation Boulevard to support the piling and decking operation for the Constellation Station. The recent developments with COVID-19 and the “Stay At Home” orders provided by the Mayor have resulted in a dramatic decrease in daytime traffic and provide opportunity for the Purple Line Extension Project to increase production through this duration.

TPOG has successfully utilized the current closure to expedite the relocation of the waterline and has coordinated with DOT to revise the plan to accommodate an extension of this closure. In preparation for the previous closure, TPOG coordinated with the local stakeholders to adjust the onsite access at the neighboring buildings for tenants who may be working during this period. Following the completion of the waterline, TPOG originally planned to implement staged closures on the north and south side of the street to support the piling operation. Due to the limited space provided in the proposed closures, each stage would require approximately 8 weeks to complete with additional closures required for the decking once the piling was completed. The proposed full closure of Constellation Boulevard will allow TPOG to complete the piling on the north and south side concurrently and begin the decking during the piling operation.

TPOG is requesting to continue the full closure of Constellation Boulevard, east of Avenue of the Stars, for approximately 8 weeks through August 31st. During this closure, TPOG proposes to complete the piling and decking operation, east of Avenue of the Stars, eliminating further impact to the stakeholders and tenants during the construction of the Constellation Station. In addition, TPOG will have the ability to schedule certain noise generating work activity, such as saw cutting and asphalt removal, during the daytime hours which will further limit this impact.

Through our continued communication with the stakeholders, TPOG has received concurrence from the neighboring buildings and Council District 5 to extend the closure to accommodate the additional work activities.

TPOG will have additional closures implemented throughout the duration of this closure to facilitate additional work in the area. Both Metro and TPOG will continue to coordinate with the city agencies for
all approvals related to this work and remain in contact with the local stakeholders to address questions or concerns.

We appreciate the close coordination and extraordinary effort provided by the City of Los Angeles in supporting our request for the full closure of Constellation Boulevard. If you have any questions concerning this request, please call me at (323) 676-8603.

Sincerely,

[Signature]

Chris Dixon
Project Manager
Purple Line Extension Project, Section 2

Attachments:

- Package 2B – Traffic Control Plan – Stage 2
- Concurrency from CD-5 – Stakeholder – Daytime Implementation of Stage 2 (Full Closure)
**Los Angeles County Metropolitan Transportation Authority**

**Lin Consulting, Inc.**

**Notes (This Sheet Only):**
1. THESE WORKS ARE IN SUPPORT OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY.
2. EXPERIENCE WITHsworth DOUGLAS (TNT) is the project management consultant.
3. CONTRACTOR SHALL NOTIFY ALL STAKEHOLDERS DURING CONSTRUCTION.
4. REFER TO DETOUR SIGNages FOR ASSOCIATED DETOUR DEPARTMENTS.
5. LEE KUM CHUNG WATER DECALS PLACED TO BE INSTALLED BY CONTRACTOR. CONSTRUCTION DEPARTMENTS SHALL DETERMINE LOCATION.

**Duration:**
8 weeks

**Work Hours:**
24 hours
NOTES:
1. THIS LANE MODIFIED BY 2021 CONTRACTORS 1A PREVIOUS TESTING (COST) COSTS FOR THIS WORK WAS ESTIMATED TO BE APPROXIMATELY £500,000.

CLOSURE
ROAD CLOSED 300 FEET AHEAD R11-3a(300') LOCAL TRAFFIC ONLY
ROAD CLOSED 36" x 36" W20-3 AHEAD
ROAD CLOSED 36" x 36" W20-2 AHEAD DETOUR
ROAD CLOSED 36" x 36" W20-1 AHEAD WORK ROAD

TO BE IMPLEMENTED DURING STAGE 1

IF THIS PLAN HAS NOT BEEN IMPLEMENTED WITHIN TWO (2) YEARS OF THE ACCEPTANCE DATE, IT SHALL BE REDESIGNED TO MATCH PROGRAM DESIGN FOR REVIEW.

CERTIFIED BY
M. MCNAMARA
ARCHITECT/ENGINEER
MARTIN J. MCNAMARA
11/1/2020

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY

TUNICK & JONES INC.

DEPARTMENT OF TRAVEL DESIGN
OF TRAVEL DESIGN
METRO PROJECT OFFICE
R05-19-001
STAGE 1 DETOUR
CONSTRUCTION

DATE: 8/1/2020

C1120 - AFDU 2.5.3
3 OF 3

THE BUILDING
OF TRAVEL DESIGN
METRO PROJECT OFFICE
R05-19-001
STAGE 1 DETOUR
CONSTRUCTION

DATE: 8/1/2020

C1120 - AFDU 2.5.3
3 OF 3
**NOTICE TO CONTRACTOR**

1. **NOTICE TO CONTRACTOR**

2. The U.S. Traffic Signal Improvements at 110 E Ann St, Bldg 1 of the Westside Purple Line Station, which is the property of the Contractor, shall be completed as shown in the plans and specifications. The improvements shall be executed with materials of good quality and in accordance with the plans and specifications. The Contractor shall provide all necessary labor, materials, and equipment for the completion of the improvements. The improvements shall be completed in such a manner as to minimize any disturbance to the existing traffic signal system.

3. The Contractor shall provide all necessary labor, materials, and equipment for the completion of the improvements. The improvements shall be completed in such a manner as to minimize any disturbance to the existing traffic signal system.

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1. The U.S. Traffic Signal Improvements at 110 E Ann St, Bldg 1 of the Westside Purple Line Station, which is the property of the Contractor, shall be completed as shown in the plans and specifications. The improvements shall be executed with materials of good quality and in accordance with the plans and specifications. The Contractor shall provide all necessary labor, materials, and equipment for the completion of the improvements. The improvements shall be completed in such a manner as to minimize any disturbance to the existing traffic signal system.

2. The Contractor shall provide all necessary labor, materials, and equipment for the completion of the improvements. The improvements shall be completed in such a manner as to minimize any disturbance to the existing traffic signal system.

3. The Contractor shall provide all necessary labor, materials, and equipment for the completion of the improvements. The improvements shall be completed in such a manner as to minimize any disturbance to the existing traffic signal system.

4. The Contractor shall provide all necessary labor, materials, and equipment for the completion of the improvements. The improvements shall be completed in such a manner as to minimize any disturbance to the existing traffic signal system.

5. The Contractor shall provide all necessary labor, materials, and equipment for the completion of the improvements. The improvements shall be completed in such a manner as to minimize any disturbance to the existing traffic signal system.

6. The Contractor shall provide all necessary labor, materials, and equipment for the completion of the improvements. The improvements shall be completed in such a manner as to minimize any disturbance to the existing traffic signal system.
From: Lake, Mindy <LakeM@metro.net>
Sent: Wednesday, May 20, 2020 1:49 PM
To: Nicholas Wright
Cc: Noyola, Anna; Shuda, Kasey
Subject: Fw: Request for Century City peak hour exemption- CD5 concurrence

Nick,
See below for CD5 concurrence for continuation of work with an extension of the AM/PM peak hour exemption.

Best,
Mindy

Mindy Lake
LA Metro
Principal Community Relations Officer
Program Management—Construction Relations
323.900.2146 W
310.562.4227 C
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro's mission is to provide world-class transportation for all.

From: Jay Greenstein <jay.greenstein@lacity.org>
Sent: Wednesday, May 20, 2020 1:24 PM
To: Lake, Mindy <LakeM@metro.net>
Subject: Re: Fw: Request for Century City peak hour exemption- Amended request!

On behalf of Council District 5 I support this peak hour exemption request through the end of the stay at home order or through July 31, whichever comes first. We would be willing to consider any request to potentially extend this exemption if requested.

On Wed, May 20, 2020 at 8:18 AM Lake, Mindy <LakeM@metro.net> wrote:

Jay,
This AM/PM peak hour exemption request would also include work within the AOS/Constellation intersection, and Constellation, west of Avenue of the Stars while the stay at home restrictions remain in place and the reduced traffic conditions exist. The Contractor will be submitting additional requests as the situation changes and traffic plans are approved by DOT.

Let me know if you'd like to discuss this before you respond. Sorry for the confusion!

Thanks
Mindy
Hi Jay,
The contractor is requesting an extension of the peak hour exemption for piling on Constellation Blvd. BOE is requesting confirmation from Council District 5 that you support the additional work activities such as potholing, piling, and decking.

I am writing to request concurrence from CD5 to allow an extension of the peak hour exemption on Constellation Blvd, east of Avenue of the Stars so the contractor can continue to perform the additional construction activities listed above during this period of time while traffic is so limited and restrictions remain in place. The current AM/PM exemption expires on May 27th. This request for an extension would begin on May 28th until the stay at home restrictions are lifted and tenants begin returning to office buildings immediately adjacent to this construction zone. Communication between Metro, Century Park and Watt Plaza has been ongoing throughout the COVID-19 restriction period.

Please let me know if you have any questions.

Best,
Mindy

Mindy Lake
LA Metro
Principal Community Relations Officer
Program Management—Construction Relations
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310.562.4227 C
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Metro's mission is to provide world-class transportation for all.
MINUTES
NOTE CORRECTED MEETING START TIME

Regular Board Meeting
Board of Directors

One Gateway Plaza
3rd Floor Board Room

Called to Order at: 9:48 a.m.

Directors Present:

Antonio Villaraigosa, Chair
Michael Antonovich, 1st Vice Chair
Diane DuBois, 2nd Vice Chair
John Fasana
José Huizar
Richard Katz
Don Knabe
Gloria Molina
Ara J. Najarian
Pam O'Connor
Mark Ridley-Thomas
Mel Wilson
Zev Yaroslavsky
Michael Miles, non-voting member

Officers

Arthur T. Leahy, Chief Executive Officer
Michele Jackson, Board Secretary
Karen Gorman, Ethics Officer
Karen Gorman, Acting Inspector General
County Counsel, General Counsel

Los Angeles County
Metropolitan Transportation Authority

Metro

Transmittal 5
13. APPROVED AS AMENDED BY VILLARAIGOSA, YAROSLAVSKY AND KATZ:

A. the Project Definition for the Westside Subway Extension Project through the Wilshire/La Cienega station, which is based on a portion of the Locally Preferred Alternative (LPA) of a 9.0 mile Heavy Rail subway project previously designated by the Board in October 2010 and which incorporates several station, alignment and phasing refinements, including:

1. An Initial Construction Segment Interim Terminus extended from Wilshire/Fairfax to Wilshire/La Cienega, to be effectuated in the event that funding can only build less than the full 9-mile project;

2. Station locations and alignments for the westernmost three stations as follows:

   a) Century City Station location under Constellation Boulevard at Avenue of the Stars with corresponding subway alignments between Beverly Hills and Westwood;

   b) Westwood/UCLA Station under Wilshire Boulevard at Westwood Boulevard with corresponding subway alignment;

   c) Westwood/Veterans Administration (VA) Hospital Station south of Wilshire Boulevard between the I-405 Freeway and Bonsall Avenue with corresponding subway alignment.

2. 3. Station entrances and construction staging sites for three-seven stations as follows:

   a) Wilshire/La Brea Station entrance on the northwest corner with two construction staging sites on the north and south sides of Wilshire Boulevard between La Brea and Detroit Avenue;

   b) Wilshire/Fairfax Station entrance on the southeast corner of Wilshire and Orange Grove Avenue northwest corner (west of Johnnie’s) with two construction staging sites on the northwest corner and on the south side of Wilshire Boulevard between Orange Grove and Ogden Drive;

   c) Wilshire/La Cienega Station entrance on the northeast corner with two construction staging sites on the northeast corner and on the northwest corner of Wilshire Boulevard and Gale Drive; (Continued)
(Item 13 – Continued)

d) Wilshire/Reeves Station entrance on the southwest corner of Wilshire Boulevard and Reeves Drive (Ace Gallery site) with two construction staging sites on the southwest corner of Wilshire/Reeves and on the northeast corner of Wilshire/Canon Drive;

e) Century City Station entrance on the northeast corner of Constellation/Avenue of the Stars with two construction staging sites on the northeast corner of Constellation/Avenue of the Stars and on the east corner of Constellation/Century Park East;

f) Westwood/UCLA Station entrances at three locations with a full entrance at UCLA Lot #36 and split entrances on the northwest and southwest corners of Wilshire/Westwood Boulevards and construction staging site on UCLA Lot #36;

g) Westwood/VA Hospital Station entrance on the southeast corner of Wilshire Boulevard and Bensall Avenue with construction staging sites in the VA Hospital north parking lot, within the Caltrans I-405 right-of-way and within the Westwood Federal Building property.

3. 4. Rail Storage and Maintenance Facility expansion of Metro Division 20 located in Downtown Los Angeles and other support facilities including special track work (crossovers, tail tracks, etc.), traction power substations, emergency generators and vent shafts as identified in the FEIS/FEIR volume 3 - Appendices A and B.

B. certifying the Westside Subway Extension Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR);

C. authorizing the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and State of California Clearinghouse; and

D. adopting the:

1. Finding of Fact and Statement of Overriding Considerations in accordance with the California Environmental Quality Act (CEQA); and


(Continued)
25. **APPROVED ON CONSENT CALENDAR** authorizing the Chief Executive Officer to execute **multiple award audit services agreement:**

   A. execute a five-year, fixed rate multiple award agreement, with the firms listed, inclusive of two one-year options, effective July 1, 2012 for a cumulative total amount not to exceed $8,800,000;
   
   B. execute Task Orders under these contracts for services for a total amount not to exceed $8,800,000; and
   
   C. execute contracts with additional qualified firms during the course of the five-year agreement within the above total amount not to exceed $8,800,000, should there be a need to expand the panel.

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<td>Y</td>
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<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
</tbody>
</table>

26. **APPROVED ON CONSENT CALENDAR** authorizing the Chief Executive Officer to purchase **All Risk Property and Boiler and Machinery insurance policies** for all property for a not to exceed price of $2.33 million for the 12-month period May 10, 2012 through May 10, 2013.

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<tr>
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</tbody>
</table>
The mitigation measures will be the same whether the LPA is constructed under the Concurrent Construction Scenario or under the Phased Construction Scenario.

**Air Quality**

The assessment of the air quality construction impacts used factors from the California Air Resources Board’s Urban Emissions Model (URBEMIS), the California Air Resource Board’s EMFAC2011 mobile source emission factors, the Road Construction Emissions Model, Version 6.3.2 (RCEM) developed by the Sacramento Metropolitan Air Quality Management District, and SCAQMD’s OFFROAD 2007 emission factors.

Based on CEQA guidelines, the significance criteria established by the applicable air quality management or air pollution control district, in this case SCAQMD, may be relied upon to make the following determinations. CEQA also considers that a project would result in significant impacts if it would:

- Conflict with or obstruct implementation of the applicable air quality plan
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation
- 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)
- Expose sensitive receptors to substantial pollutant concentrations
- Create objectionable odors affecting a substantial number of people.

As the construction is at set locations along the LPA alignment, construction emissions were estimated for each major construction element and for the entire Study Area. **Highest daily** emissions for each construction element for each scenario are shown in Table 4-64 and Table 4-65, along with the estimated **highest daily construction-daily** emissions for the entire Project, assuming that each emission source will occur during the same peak period. The results in Table 4-64 and Table 4-65 reflect the highest daily emission levels for each activity. **The totals presented in this table reflect the highest daily emissions for all activities combined; therefore, the peak total emissions may not add up to the total of each activity presented since their peaks may occur on different days.**

**Emissions**

**America Fast Forward (30/10) Scenario (Concurrent Construction)**

The majority of emissions will occur as a result of removal and transport of soils for disposal from tunneling and excavation activity. The TBM's use electric power, will be connected to the electric grid, and thus will not generate air emissions. Diesel trains (mine trains) will be used in the tunnel to transport workers, pre-cast concrete tunnel liner segments, and other materials to the TBM. The trains also remove spoils if not removed through a slurry transport system. The soil spoils generated by the tunnel will be hauled to a landfill or other disposal area using trucks. Approximately **40 to 100, 80 to 120**-haul truck trips will be generated to remove the excavated material each day per station.
Chapter 4—Environmental Analysis, Consequences, and Mitigation

The travel emissions from the commute trips of construction workers will be a function of vehicle emission rates and commute distances. The travel emissions will contribute emissions to a lesser extent than the haul trucks.

As shown in Table 4-64, SCAQMD thresholds will be exceeded for NOx, PM10, and PM2.5. All pollutants prior to mitigation when the total Concurrent Construction Scenario emissions over the duration of the construction period are accounted for. This is due to the accelerated schedule that has been developed to minimize the disturbances that construction can bring to the residents and businesses within the LPA area.
Table 4-64. Estimated **Highest Daily** Construction Impacts for Concurrent Construction Scenario Construction Elements (pounds/day)

<table>
<thead>
<tr>
<th>Activity</th>
<th>VOC</th>
<th>CO</th>
<th>NOx</th>
<th>PM$_{10}$</th>
<th>PM$_{2.5}$</th>
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</thead>
<tbody>
<tr>
<td><strong>Typical Station with a TBM entry/exit site, such as Wilshire/La Brea Station</strong></td>
<td></td>
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<tr>
<td>Construction Equipment</td>
<td>1074</td>
<td>44164</td>
<td>79406</td>
<td>318</td>
<td>318</td>
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<td>Dust Generated from Dirt Handling (Excavation, Backfilling, etc.)</td>
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<td>Mobile Sources (Deliveries, worker trips, hauling of material, etc.)</td>
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<td>3648</td>
<td>14750</td>
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<tr>
<td><strong>Highest Daily Total</strong></td>
<td>1277</td>
<td>71194</td>
<td>173486</td>
<td>90195</td>
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<tr>
<td>SCAQMD Thresholds</td>
<td>75</td>
<td>550</td>
<td>100</td>
<td>150</td>
<td>55</td>
</tr>
<tr>
<td><strong>Typical Station without a TBM entry/exit site, such as Wilshire/Fairfax Station</strong></td>
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<td></td>
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<tr>
<td>Construction Equipment</td>
<td>728</td>
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<tr>
<td><strong>Maintenance Facility</strong></td>
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<tr>
<td>Construction Equipment</td>
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<tr>
<td><strong>Highest Daily Total</strong></td>
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</tbody>
</table>

*Total construction emissions assumes that each emission source will occur during the same peak period, which is highly unlikely; therefore, the peak total emissions may not add up to the total of each activity presented since their peaks may occur on different days.*
### Table 4-65. Estimated Highest Daily Construction Impacts for Phased Construction Scenario Construction Elements (pounds/day)

<table>
<thead>
<tr>
<th>Activity</th>
<th>VOC</th>
<th>CO</th>
<th>NOx</th>
<th>PM₁₀</th>
<th>M</th>
<th>PM₁₁</th>
<th>M</th>
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<tr>
<td>Typical Station with a TBM entry/exit site, such as Wilshire/La Brea Station</td>
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<td>150</td>
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<tr>
<td>Typical Station without a TBM entry/exit site, such as Wilshire/Fairfax Station</td>
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<td>Maintenance Facility</td>
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<td>Phase 1</td>
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<td>100</td>
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</table>

Total construction emissions assumes that each emission source will occur during the same peak period; which is highly unlikely, therefore, the peak total emissions may not add up to the total of each activity presented since their peaks may occur on different days.
Metro

**Metro Long Range Transportation Plan Scenario (Phased Construction)**

As shown in Table 4-65, SCAQMD thresholds for NOx, PM_{10}, and PM_{2.5} will be exceeded under each construction phase prior to mitigation, for all pollutants, except for CO in Phase 1, when the total emissions over the duration of the construction period are accounted for. This is due to the magnitude of the project and the schedule that has been developed to minimize the disturbances that construction can bring to the residents and businesses within the LPA area.

As shown in Table 4-65, SCAQMD thresholds will be exceeded for all pollutants over the duration of the construction period.

**Mitigation Measures**

To reduce air quality emission impacts related to construction activities, the following mitigation measures are recommended to be implemented:

- **CON-6—Meet Mine Safety (MSHA) Standards**
  
  Tunnel locomotives (hauling spoils and other equipment to the tunnel heading) will be approved by Metro to meet MSHA standards.

- **CON-7—Meet SCAQMD Standards**
  
  Metro and its contractors will set and maintain work equipment and standards to meet SCAQMD standards, including NOx.

- **CON-8—Monitoring and Recording of Air Quality at Worksites**
  
  Monitoring and recording of air quality at the worksites will be conducted. In areas of gassy soil conditions (Wilshire/La Brea and Wilshire/Fairfax work sites), air quality will be continuously monitored and recorded. Construction will be altered as required to maintain a safe working atmosphere. The working environment will be kept in compliance with federal, state, and local regulations, including SCAQMD and Cal/OSHA standards.

- **CON-9—No Idling of Heavy Equipment**
  
  Metro specifications will require that contractors not unnecessarily idle heavy equipment.

- **CON-10—Maintenance of Construction Equipment**
  
  Metro will require its contractors to maintain and tune engines per manufacturer's specifications to perform at EPA certification levels, where applicable, and to perform at verified standards applicable to retrofit technologies. Metro will also require periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications.

- **CON-11—Prohibit Tampering of Equipment**
  
  Metro will prohibit its contractors from tampering with engines and require continuing adherence to manufacturer's recommendations.
Chapter 4—Environmental Analysis, Consequences, and Mitigation

■ CON-12—Use of Best Available Emissions Control Technologies

Metro will encourage its contractors to lease new, clean equipment meeting the most stringent of applicable federal or state standards (e.g., Tier 3 or greater engine standards) or best available emissions control technologies on all equipment.

■ CON-13—Placement of Construction Equipment

Construction equipment and staging zones will be located away from sensitive receptors and fresh air intakes to buildings and air conditioners.

These mitigation measures will help to reduce air quality particulate matter impacts, but it is unlikely—given the current construction plan—that levels, especially NOx, will be below the SCAQMD threshold during construction. Therefore, adverse effects will remain after mitigation.

Particulate Matter

**America Fast Forward (30/10) Scenario (Concurrent Construction)**

Demolition, grading, stockpiling, and hauling soil will contribute to particulate matter emissions affecting the local environment. Excavated soil will be separated from the slurry and stockpiled on the surface for up to two or three days. The soil stockpiles will be subject to local wind conditions and will generate dust if allowed to dry out. At locations with TBM entry and exit sites due to dirt handling, the SCAQMD thresholds for PM$_{10}$ will be exceeded, if not mitigated, resulting in adverse effects. With the mitigation proposed, it is predicted that PM$_{10}$ levels at each site and within the Study Area will be below the SCAQMD threshold levels.

Dust from handling wet slurry and spoils generated by the TBM are not expected to be a problem. Dust could be generated by the slurry treatment plant when the bentonite is mixed; however, the treatment plant includes a “bag house” to collect dust during the mixing process. Bag houses typically filter at least 99 percent of fine particulate matter. As a result, the slurry treatment plant will generate minimal dust emissions and will not result in an adverse effect.

**Metro Long Range Transportation Plan Scenario (Phased Construction)**

Demolition, grading, stockpiling, and hauling soil will contribute to particulate matter emissions affecting the local environment. Excavated soil will be separated from the slurry and stockpiled on the surface for up to two or three days. The soil stockpiles will be subject to local wind conditions and will generate dust if allowed to dry out. At locations with TBM entry and exit sites due to dirt handling, the SCAQMD thresholds for PM$_{10}$ will be exceeded, if not mitigated, resulting in adverse effects. With the mitigation proposed, it is predicted that PM$_{10}$ levels at each site and within the Study Area will be below the SCAQMD threshold levels.

Dust from handling wet slurry and spoils generated by the TBM are not expected to be a problem. Dust could be generated by the slurry treatment plant when the bentonite is mixed; however, the treatment plant includes a “bag house” to collect dust during the mixing process. Bag houses typically filter at least 99 percent of fine particulate matter.
As a result, the slurry treatment plant will generate minimal dust emissions and will not result in an adverse effect.

**Mitigation Measures**

To reduce air quality particulate matter impacts related to construction activities, the following mitigation measures are recommended to be implemented:

- **CON-14—Measures to Reduce the Predicted PM10 Levels**
  
  Mitigation measures such as watering, the use of soil stabilizers, etc. will be applied to reduce the predicted PM$_{10}$ levels to below the SCAQMD daily construction threshold levels. A watering schedule will be established to prevent soil stockpiles from drying out.

- **CON-15—Reduce Street Debris**
  
  At truck exit areas, wheel washing equipment will be installed to prevent soil from being tracked onto city streets, and followed by street sweeping as required to clean streets.

- **CON-16—Dust Control During Transport**
  
  Trucks will be covered to control dust during transport of spoils.

- **CON-17—Fugitive Dust Control**
  
  To control fugitive dust, wind fencing and phase grading operations, where appropriate, will be implemented along with the use of water trucks for stabilization of surfaces under windy conditions.

- **CON-18—Street Watering**
  
  Surrounding streets at construction sites will be watered by trucks as needed to eliminate air-borne dust. In keeping with Metro's prior policy on the Eastside Gold Line, the contractor will water streets in the station area impacted by dust not less than once a day and more often if needed.

- **CON-19—Spillage Prevention for Non-Earthmoving Equipment**
  
  Provisions will be made to prevent spillage when hauling materials and operating non-earthmoving equipment. Additionally, speed will be limited to 15 mph for these activities at construction sites.

- **CON-20—Spillage Prevention for Earthmoving Equipment**
  
  Provisions will be made to prevent spillage when hauling materials and operating earth-moving equipment. Additionally, speed will be limited to 10 mph for these activities at construction sites.

- **CON-21—Additional Controls to Reduce Emissions**
  
  EPA-registered particulate traps and other appropriate controls will be used where suitable to reduce emissions of particulate matter and other pollutants at the construction site.
The complete Addendum to the Final Environmental Impact Report can be found at the web link below:
BACKGROUND

Metro’s contractor, (Tutor Perini/O&G Industries, A Joint Venture (TPOGJV)) for the Metro Purple Line Section 2 – Constellation Station in Century City, requested a full street closure of Constellation Blvd from west of the current launch box up to Avenue of the Stars to expedite the waterline relocation work in that construction zone ahead of the station piling. This request was approved on April 21, 2020 by the City of Los Angeles Board of Public Works.

Under the same full closure footprint required for the waterline relocation work east of Avenue of the Stars, Metro’s contractor is now requesting a closure to complete the piling on both north and the south sides of Constellation Blvd, as well as decking of the entire street. Traffic will proceed north and south on Avenue of the Stars while traffic is closed on Constellation Blvd., east of Avenue of the Stars. TPOG has worked with the Century Park property, on the south side of Constellation Blvd., to maintain access to the business from other entrances of the property or from Avenue of the Stars. This work is expected to be complete by August 31, 2020. This closure will improve the overall construction schedule, and minimize future construction impacts to stakeholders after the Citywide COVID-19 emergency business closure is lifted and benefitting the overall project schedule.

Metro’s contractor (Tutor Perini/O&G Industries, A Joint Venture (TPOGJV)) for the Metro Purple Line Section 2 – Constellation Station in Century City, has made a commitment that construction crews will be able to have the street back to accessible conditions once decking is completed.

PUBLIC OUTREACH

This request was shared with the surrounding property owners in advance to inquire if there were any concerns about performing this work 24/7 during the current City and Statewide restrictions. The outreach consisted of an expedited process of phone calls, texts and email (no physical meetings) following Governor Newsom’s Shelter in Place Mandate. The expedited process of calls took place between March 23 to March 27, 2020, as well as additional outreach with Century Park on June 11, 2020.

The project received full support from the following stakeholders to perform this work, and to close Constellation Blvd. between Avenue of the Stars and the existing TBM Launch Box closure.
Stakeholders with whom Metro is coordinating include:

- Office of Councilmember Paul Koretz, Council District 5
- Century Park
- Watt Plaza
- The Sun America Building
- Westfield Mall

Metro's Construction Relations team will continue to work closely with local stakeholders and the public relations team supporting the contractor.

TRAFFIC AND CIRCULATION
Traffic counts are commonly undertaken either automatically (with the installation of a temporary or permanent electronic traffic recording device), or manually by observers who visually count and record traffic on a hand-held electronic device or tally sheet. Existing traffic at this location has been sparse as a result of the Shelter in Place Mandate. Traffic counts were taken on Wednesday, April 1, 2020 for the previously approved extension and updated on May 26 through May 29, 2020 (See table below) based on observing vehicles entering the intersection at Avenue of the Stars and Constellation Blvd.

<table>
<thead>
<tr>
<th>Number of Vehicles at Intersection</th>
<th>May 26</th>
<th>May 27</th>
<th>May 28</th>
<th>May 29</th>
<th>Avg. Hourly Traffic Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Time Frame</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic Counts AM Peak Hours</td>
<td>6 am to 7 am</td>
<td>196</td>
<td>215</td>
<td>158</td>
<td>164</td>
</tr>
<tr>
<td></td>
<td>7 am to 8 am</td>
<td>246</td>
<td>376</td>
<td>347</td>
<td>307</td>
</tr>
<tr>
<td></td>
<td>8 am to 9 am</td>
<td>228</td>
<td>415</td>
<td>453</td>
<td>336</td>
</tr>
<tr>
<td></td>
<td>Time Frame</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic Counts PM Peak Hours</td>
<td>1 pm to 2 pm</td>
<td>288</td>
<td>518</td>
<td>645</td>
<td>630</td>
</tr>
<tr>
<td></td>
<td>2 pm to 3 pm</td>
<td>214</td>
<td>645</td>
<td>551</td>
<td>673</td>
</tr>
<tr>
<td></td>
<td>3 pm to 4 pm</td>
<td>287</td>
<td>574</td>
<td>596</td>
<td>648</td>
</tr>
</tbody>
</table>

Traffic counts were taken during the peak hours when people were either coming or leaving work from the nearby office towers. Based on these visual observations, traffic volumes were the highest between 6:00 am – 9:00 am and 1:00 pm to 4:00 pm. During the COVID19 pandemic, traffic volume was the highest between 3:00 pm – 4:00 pm as normal work hours shifted.

In comparison with the collection of traffic count data from August 22, 2017, intersection counts were taken at the same intersection at Avenue of the Stars and Constellation Blvd. Counts were taken during AM peak of 7:00 am to 10:00 am, and again during PM peak of 3:00 pm to 6:00 pm. AM volumes were 7,799; PM volumes were 7,117 respectively. The average hourly traffic volume is noted in the table below.
<table>
<thead>
<tr>
<th>Number of Vehicles at Intersection (August 2017)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Time Frame</strong></td>
</tr>
<tr>
<td>Traffic Counts AM</td>
</tr>
<tr>
<td>Peak Hours</td>
</tr>
<tr>
<td>Traffic Counts PM</td>
</tr>
<tr>
<td>Peak Hours</td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

Based on this information, current traffic volumes in the 7:00 am hour is less than 20% of the traffic volume in 2017, and the 8:00 am hour is less than 15% of the traffic volume in 2017. The PM peak is similar in contrast with the 3:00 pm hour having approximately 25% of the traffic volume in 2017.

Temporary street closures that could result in traffic disruptions and vehicles shifting to alternative intersections and routes were identified as a temporary adverse impact in the 2019 Section 130(c) Technical Memorandum. Further, the July 2019 Supplemental Traffic Impact Study prepared for the 15-month closure evaluated traffic impacts by changes to level of service (LOS) using 2017 existing traffic conditions, and a similar methodology was applied to determine the impacts for the estimated 22-month full closure using the same 2017 existing conditions. Based on the Westside Subway Extension Final EIS/EIR and 2017 SEIS Traffic Impact Criteria for traffic operations, the following intersections were identified to be significantly impacted during the previous 15-month closure.

- Century Park West and Santa Monica Blvd in the PM peak hour
- Avenue of the Stars and Santa Monica Blvd, in the AM peak hour
- Avenue of the Stars and Constellation Blvd, in the AM and PM peak hour
- Avenue of the Stars and Olympic Blvd, in the AM peak hour
- Century Park East and Santa Monica Blvd, in the PM peak hour

The analysis of this study concluded with the implementation of the same transportation mitigation measures prescribed in the previous environmental documents prepared for the Westside Purple Line Extension, no new adverse effects or effects that would exceed or substantially differ from what was previously disclosed. As noted above, traffic at Avenue of the Stars and Constellation Blvd. has been sparse as a result of the Shelter in Place Mandate as documented by the visual counts noted above, as well as through outreach we have clarified that all impacted stakeholders are expecting a minimal/phased return for businesses or tenants in the area in compliance with the COVID-19 Industry Guidance: Office Workspaces prepared by the California Department of Public Health (May 2020).
The work performed under the proposed eight-week closure includes concurrent installation of the north side and south side piles, followed by decking of the entire street. The work activities include potholing, piling, excavation, installation of deck beams and decking.

CONCLUSION

The proposed work would not result in any new substantial worsening in previously identified significant and unavoidable (traffic delays) since the current traffic volumes are considerably lower than the 2017 counts. All previous information identified in CEQA Technical Memorandums evaluated previously (June 2019 and December 2019), the full closure in the 2012 Final EIS/EIR, the 2015 Final EIR Addendum remain relevant to the level of effort and construction activities being performed. Further, low trip generation/travel demand is expected as a result of the COVID-19 pandemic. Under the California Department of Public Health guidelines, local offices and businesses require a vast majority of their employees to work remotely from now to until August 31, 2020, even if the Governor or Mayor were to lift the stay at home before this date. Physical distances guidelines such as 6-foot separation; limiting the number of employees in an office at one time and restricting the number of people in an elevator will require businesses to slowly open while still allowing employees to telecommute.

The same mitigation measures prescribed for the previous full closures would be implemented to reduce construction effects that would be adverse but temporary; therefore, no new or modified mitigation measures would be necessary.

The benefits of allowing and advancing this work will improve the overall construction schedule and minimize future construction impacts to local stakeholders once the COVID-19 Shelter in Place Mandate is fully lifted. This project is also key to greatly improving regional mobility for Los Angeles County residents, as well as those attending the 2028 Summer Olympics scheduled to take place from July 21 to August 6, 2028 in Los Angeles.

At this time, we respectfully request approval of the full street closure of Constellation Blvd. through August 31, 2020 to complete this work with a 24-hour shift for reasons stated above. If you have questions, please contact Roger Martin at MartinR@metro.net or Ms. Anna Noyola at NoyolaA@metro.net.

Sincerely,

Roger Martin, AICP, ENV SP
Senior Planning Manager
The Environmental Management Group has reviewed the requested street closure and California Environmental Quality Act (CEQA) documentation subject to this Board of Public Works action. The relevant findings of the Westside Subway Extension Project Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR), May 2012 and October 2014 Addenda, and associated mitigation measures are summarized below:

**Transportation Impacts and Mitigation**

The construction related Transportation Impacts and Mitigation of the Project were evaluated in Sections 3.8 and 4.15 of the Final EIS/EIR. Potential construction related transportation impacts of the Project could involve construction detours as well as construction-related obstacles to existing transit, parking, bicycle facilities, and pedestrians. Truck traffic volume will increase during construction of the Project along anticipated haul routes. Traffic impacts associated with Project construction include reduced roadway traffic lanes and temporary street closures which could result in major traffic disruptions and bottlenecks. Additionally, commercial driveways may be subject to reduced access around construction sites. Emergency vehicle access (e.g. police, fire and rescue, and ambulance) in and around construction work sites may be affected by lane closures and/or temporary street closures. Further, bus service will be impacted by temporary street closures and will require the temporary rerouting of bus lines and bus stop locations. This will result in additional transit travel time for bus riders. Additionally, existing on-street parking and loading zones will be temporarily removed and a number of off-street parking spaces will be removed during construction. Finally, pedestrian and bicycle access in and around construction work sites will be impacted as a result of street and sidewalk closures and disruptions to bike routes.
As concluded in the Final EIR/EIS, potentially significant construction-related impacts to traffic and circulation, public transportation, parking, and pedestrian and bicycle access would remain after mitigation.

**Impacts**

- Traffic circulation disruption.
- Bus service rerouting and increased transit travel time.
- Existing on-street parking, off-street parking, and on-street loading zones will be temporarily removed.
- Pedestrian and bicycle access in and around construction sites will be temporarily disrupted.

**Reference:** Final EIS/EIR Sections 3.8 and 4.15.3.

**Mitigation Measures**

**TCON-1 Traffic Control Plans:** Site-specific traffic control plans will be developed to minimize construction for each work zone location. These locations will include, but not be limited to utility relocations, stations, crossovers, laydown areas, TBM launch and removal locations, emergency exit shafts, station entrances, drop pipes, and grout injection. Traffic control plans will follow state and local jurisdiction guidelines and standards. Traffic control plans will be developed for Wilshire, Santa Monica, and Constellation Boulevards and north-south streets including, but not limited to, La Brea Avenue, Fairfax Avenue, La Cienega Boulevard, Rodeo Drive, Beverly Drive, Canon Drive, Century Park East, Avenue of the Stars, Westwood Boulevard, Veteran Avenue, Sepulveda Boulevard, I-405 ramps to/from eastbound Wilshire Boulevard, and Bonsall Avenue. Traffic control plans will encompass the following:

- Minimum lane widths;
- Number of available travel lanes;
- Number, length, and location of temporary right and left-turn lanes;
- Temporary street closures and detour routes;
- Traffic-control devices;
- Temporary traffic signals and street lighting;
- Temporary pedestrian access and routes;
- Temporary bicycle routes;
- Temporary driveway access;
- Temporary business access; and
- Construction site phasing.

To facilitate traffic flow and mitigate major disruption and bottlenecks due to construction, advanced traffic control will extend beyond one arterial street on each side of each station construction location. This will help disperse peak-hour traffic flows onto
the adjacent arterial street network. Business owners will be interviewed to identify the type of business, delivery and shipping schedules, and critical days/times of years for the business. Traffic-control plans will incorporate this information. Specific street closures will be developed in close coordination with the local jurisdictions during the final design phase.

**TCON-2 Designated Haul Routes:** Designated truck haul routes using arterial streets are intended to minimize noise, vibration, and other possible impacts to adjacent businesses, schools, major commercial developments, and residential neighborhoods. Metro will incorporate the following objectives into its truck haul route plans:

- Establish nighttime truck haul operations times/days for each route. Truck haul operations will not be allowed in the AM and PM peak hours, in residential neighborhoods (where feasible), during noise restriction hours and special events, holiday season restrictions, and as restricted by State and local jurisdictional mandates.
- Establish truck haul headways to avoid platoons of trucks upon local arterial streets and freeways. Establish a vehicle dispatching system at construction laydown areas and off-site locations to monitor and address truck headway issues as they arise.
- Develop truck haul routes for each site in coordination with and approved by State and local jurisdictions.
- Incorporate comments and issues from State and local jurisdictions into the final approved truck haul routes and truck haul operation schedules.

**TCON-3 Emergency Vehicle Access:** Emergency vehicle access will be maintained at all times to the construction work site, adjacent businesses, and residential neighborhoods. In addition, emergency vehicle access will be maintained at all times to and from fire stations, hospitals, and medical facilities near the construction sites and along the haul routes. Project construction activities and haul route operations will be coordinated with local law enforcement representatives and fire department officials during the final design phase.

**TCON-4 Transportation Management Plan:** Once subway construction sequencing/phasing and the truck haul routes have been concurred upon by Metro and reviewed by local jurisdictions and Caltrans, an overall Locally Preferred Alternative (LPA) Transportation Management Plan (TMP) will be developed with and approved by Metro and other appropriate agencies. The TMP will include the following:

- Public information (e.g., media alerts, website);
- Traveler information (e.g., traffic advisory radio, changeable message signs [CMS]);
- Incident management (e.g., TMP coordination, tow truck services);
- Construction (e.g. detour routes, haul routes, mitigation, construction times);
• Demand management (e.g., carpooling, express bus service, variable work hours, parking management); and
• Coordination with concurrent projects.

The TMP will also address individual and overlapping haul route impacts and will address impacts resulting from concurrent and overlapping station(s) and tunnel excavation work.

**TCON-5 Coordination with Planned Roadway Improvements:** Construction of the subway and new station locations will be coordinated with local jurisdictions for future programmed projects, such as the Wilshire Bus Rapid Transit project.

**TCON-6 Temporary Bus Stops and Route Diversions:** Construction impacts to local and regional transit operations (e.g., Metro Bus, Santa Monica Big Blue Bus, Culver City Bus, LAX Flyaway, DASH, and UCLA Campus Shuttle) will be mitigated to minimize impacts to the degree possible at each station construction location. Impacts to local and regional transit will be mitigated through, but not be limited to, the use of temporary relocated bus stops and temporary route diversions. Impacts to local and regional transit operations will be coordinated with each transit agency and/or provider. In addition, the Final Design-level mitigation proposals will be approved by the transit agency and/or provider and the local jurisdictions and incorporated into the TMP.

**TCON-7 Parking Management:** A parking management program will be developed to minimize impacts due to temporary removal of on- and off-street parking within the construction work zone. The program will incorporate appropriate parking control measures, replacement parking within a reasonable distance from the affected parking locations, if available, or other transportation demand management (TDM) strategies. Development of the parking management program will be coordinated with the appropriate local jurisdictions and affected communities or property owners and be incorporated into the TMP.

**TCON-8 Parking Monitoring and Community Outreach:** In addition, a parking monitoring and community outreach program will be established during the construction phase of the Project to monitor on-street parking activity. If a parking shortage is identified during construction, Metro will work with the appropriate local jurisdiction and affected communities or property owners to assess the shortage level and implement mitigation as part of the parking management program.

**TCON-9 Construction Worker Parking:** Metro will require that all construction contractors identify adequate off-street parking for construction workers at Metro-approved locations. This will occur for each construction site to minimize additional loss of parking. Metro will work with construction contractors on implementation of adequate off-street parking for construction workers.
TCON-10 Pedestrian Routes and Access: Safe pedestrian routes and access will be provided through and/or adjacent to construction work areas. Pedestrian routes and access, including temporary pedestrian facilities, will comply with the requirements of the ADA and must be properly signed and lighted. Special facilities, such as handrails, fences, and walkways, will be provided for pedestrian safety. Temporary pedestrian routes and access concerns will be addressed with, but not limited to, local residents, the VA Hospital, schools, and businesses and approved by the local jurisdiction. Pedestrian routes and access will be monitored and maintained throughout construction.

T-11 Provide High Visibility Crosswalk Treatments: Metro will provide highly visible crosswalk treatments at intersections affected by LPA construction, following the Metro Rail Design Criteria.

TCON-11 Bicycle Paths and Access: Bicycle traffic (e.g., paths, lanes, and routes) will be maintained safely through and adjacent to construction work areas. If bicycle traffic cannot be maintained, then alternative temporary bicycle routes will be identified, signed, and lighted. These alternative routes should be on adjacent streets that can safely accommodate bicycle traffic. Development of these routes will be coordinated with bicycle groups and local jurisdictions. Temporary routes will require approval by the local jurisdiction. Bicycle access will be monitored and maintained throughout construction. Additionally, Mitigation Measures CON-1 through CON-88 apply to Project construction and will be implemented as applicable.

Air Quality Impacts and Mitigation

The EIR/EIS evaluated both short-term Air Quality Impacts of emissions during construction and long-term impacts associated with operations of the Project. The construction Air Quality Impacts of the Project were evaluated in Section 5.9 of the Final EIR/EIS, as updated by the May 2012 Addendum to the Final EIR/EIS (Transmittal No. 3). As shown in Table 4-65 of the May 2012 Addendum to the Final EIR/EIS, South Coast Air Quality Management District (SCAQMD) thresholds will be exceeded for nitrous oxide (NOx), fine particulate matter of 10 microns or less (PM10) and particulate matter of 2.6 microns or less (PM2.5) will be exceeded under each construction phase prior to mitigation. This is due to the magnitude of the Project and the schedule that has been developed to minimize the disturbances that construction can bring to residents and businesses within the LPA area.

Even with implementation of mitigation during construction, regional construction emissions of NOx would remain significant and unavoidable.

Impacts
• SCAQMD thresholds will be exceeded for NOx, PM10, and PM2.5 under each phase of construction prior to mitigation.

Reference - - May 2012 Addendum to the Final EIS/EIR.

Mitigation Measures

CON-6 Meet Mine Safety (MSHA) Standards: Tunnel locomotives (hauling spoils and other equipment to the tunnel heading) will be approved by Metro to meet MSHA standards.

CON-7 Meet SCAQMD Standards: Metro and its contractors will set and maintain work equipment and standards to meet SCAQMD standards, including NOx.

CON-8 Monitoring and Recording of Air Quality at Worksites: Monitoring and recording of air quality at the worksites will be conducted. In areas of gassy soil conditions (Wilshire/La Brea and Wilshire/Fairfax work sites), air quality will be continuously monitored and recorded. Construction will be altered as required to maintain a safe working atmosphere. The working environment will be kept in compliance with federal, state, and local regulations, including SCAQMD and Cal/OSHA standards.

CON-9 No Idling of Heavy Equipment: Metro specifications will require that contractors not unnecessarily idle heavy equipment.

CON-10 Maintenance of Construction Equipment: Metro will require its contractors to maintain and tune engines per manufacturer's specifications to perform at EPA certification levels, where applicable, and to perform at verified standards applicable to retrofit technologies. Metro will also require periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications.

CON-11 Prohibit Tampering of Equipment: Metro will prohibit its contractors from tampering with engines and require continuing adherence to manufacturer's recommendations.

CON-12 Use of Best Available Emissions Control Technologies: Metro will encourage its contractors to lease new, clean equipment meeting the most stringent of applicable federal or state standards (e.g., Tier 3 or greater engine standards) or best available emissions control technologies on all equipment.

CON-13 Placement of Construction Equipment: Construction equipment and staging zones will be located away from sensitive receptors and fresh air intakes to buildings and air conditioners.
CON-14 Measures to Reduce the Predicted PM10 Levels: Mitigation measures such as watering, the use of soil stabilizers, etc. will be applied to reduce the predicted PM 10 levels to below the SCAQMD daily construction threshold levels. A watering schedule will be established to prevent soil stockpiles from drying out.

CON-15 Reduce Street Debris: At truck exit areas, wheel washing equipment will be installed to prevent soil from being tracked onto city streets, and followed by street sweeping as required to clean streets.

CON-16 Dust Control During Transport: Trucks will be covered to control dust during transport of spoils.

CON-17 Fugitive Dust Control: To control fugitive dust, wind fencing and phase grading operations, where appropriate, will be implemented along with the use of water trucks for stabilization of surfaces under windy conditions.

CON-18 Street Watering: Surrounding streets at construction sites will be watered by trucks as needed to eliminate air-borne dust. In keeping with Metro's prior policy on the Eastside Gold Line, the contractor will water streets in the station area impacted by dust not less than once a day and more often if needed.

CON-19 Spillage Prevention for Non-Earthmoving Equipment: Provisions will be made to prevent spillage when hauling materials and operating non-earthmoving equipment. Additionally, speed will be limited to 15 mph for these activities at construction sites.

CON-20 Spillage Prevention for Earthmoving Equipment: Provisions will be made to prevent spillage when hauling materials and operating earth-moving equipment. Additionally, speed will be limited to 10 mph for these activities at construction sites.

CON-21 Additional Controls to Reduce Emissions: EPA-registered particulate traps and other appropriate controls will be used where suitable to reduce emissions of particulate matter and other pollutants at the construction site.

Hazardous Waste, Safety and Security Impacts and Mitigation

Most of the Purple Line Extension tunnel alignment passes through areas that have been designated as a “Methane Zone” on the “Methane and Methane Buffer Zone” map published in 2004 by the City of Los Angeles, Department of Public Works. A portion of the tunnel alignment within the Fairfax area (between La Brea Avenue and San Vicente Boulevard) passes through areas that have been designated either as “Tar Pit Area” or “High Potential Risk Zone” on the City of Los Angeles Methane Hazards Zone map published in 1985.
A Preliminary Geotechnical and Environmental Report was prepared as part of the Draft EIR/EIS documentation effort. Field measurements were performed, as well as laboratory testing of gas samples collected in the field. The field and laboratory gas data were evaluated to study the hazards from gases in different tunnel reaches. In the Fairfax area, approximately 1.1 mile between Cochran Avenue and La Jolla Avenue is the La Brea Tar Pit Area. In this area, high levels of gas pressure, as well as methane, and hydrogen sulfide concentrations were measured in monitoring wells.


Mitigation Measures

To address the potential hazard associated with construction activities conducted in these areas, the Final EIR/EIS developed a Mitigation Monitoring and Reporting Program (MMMRP) which identified the following mitigation measures that are being implemented:

CON-57 Sampling During Construction: Metro will sample soil suspected of contamination and analyze the excavated soil for the purpose of classifying material and determining disposal requirements. If excavated soil is suspected or known to be contaminated, the contractor to perform the following operations:

- Segregate and stockpile the material in a way that will facilitate measurement of the stockpile volume.
- Spray the stockpile with water or an SCAQMD-approved vapor suppressant and cover the stockpile with a heavy-duty plastic (e.g. Visqueen) to prevent soil volatilization to the atmosphere or exposure to nearby workers.

CON-58 Soil Testing: Soil samples that are suspected of contamination will be analyzed for suspected chemicals by a California certified laboratory. If contaminated soil is found, it will be removed, transported to an approved disposal location and remediated or disposed according to state and federal laws. Where contaminated levels can be diluted to acceptable levels soils may be re-used on-site.

CON-59 Personal Protection: The contractor will provide qualified and trained personnel and personal protective equipment (PPE) to perform operations that require the disturbance of contaminated substances including excavation of stations, slurry / tunnel material processing, segregation, stockpiling, loading and hauling.

CON-60 Contaminated Groundwater: Groundwater contamination encountered during subsurface construction activities may be treated on-site to acceptable local and state criteria and then discharged into the sanitary sewer. If on-site treatment is not feasible
due to the type and severity of the contamination identified, the contaminated ground water may need to be disposed of by recycling in a permitted facility. If unanticipated contaminated ground water (not included in the health and safety plan) is encountered during construction, the contractor will stop work in the vicinity, cordon off the area, and contact Metro and the appropriate hazardous waste coordinator and maintenance hazardous spill coordinator at Metro and will immediately notify the Certified Unified Program Agencies (City of Los Angeles Fire Department, County of Los Angeles Fire Department, and Los Angeles Regional Water Quality Control Board [LARWQCB]) responsible for hazardous materials and wastes. In coordination with the LARWQCB, an investigation and remediation plan will be developed in order to protect public health and the environment. Any hazardous or toxic materials will be disposed according to local, state, and federal regulations.

**CON-61 Health and Safety Plan:** A health and safety plan will be required by LPA specifications. The plan will include response to exposure of personnel to constituents of concern identified in the Phase II Environmental Site Assessment.

**CON-62 Storage of Contaminated Materials:** Hazardous or contaminated materials will be properly stored to prevent contact with precipitation and runoff.

**CON-63 Monitoring the Environment:** An effective monitoring and cleanup program will be developed and implemented for spills and leaks of hazardous materials.

**CON-64 Equipment Repair and Maintenance:** Equipment to be repaired or maintained will be placed in covered areas on a pad of absorbent material to contain leaks, spills, or small discharges.

**CON-65 Removal of Chemical Residue:** Any significant chemical residue on the construction sites will be removed.

**GEO-7 Tunnel Advisory Panel Design Review:** The Metro Tunnel Advisory Panel (TAP) will review designs with respect to geologic hazards in areas of identified higher risk. These include the Century City area (seismic risk) and the Fairfax area (gassy ground risk). The TAP will be supplemented, as necessary, by qualified experts in seismic design, gas intrusion and ground contaminant effects on underground structures.

**HAZ-1 Disposal of Groundwater:** Disposal of groundwater from underground structures will comply with the City of Los Angeles Industrial Wastewater Permit if there is any contaminated groundwater leakage into final structure.

**SS-3 Construction Safety:** Implement a Construction Safety and Security Plan which includes safety rules, procedures, and policies to protect workers and work sites during
construction such as warning and/or notification signs, detours, and barriers and includes compliance with OSHA standards.

**Present Status**

Fulfillment of this mitigation measure is documented through contractor submittals in compliance with contractual requirements.

**SS-5 Methane and Hydrogen Sulfide Gas Leak Protection**: Design in accordance with Metro Fire/Life safety criteria, Metro ventilation criteria, and according to the findings in the Westside Subway Extension Geotechnical and Hazardous Materials Technical Report and with special design, construction and operational attention to the gassy ground tunnels and stations.

**Present Status**

The Project is currently under Final Design, and gas protection in accordance with appropriate criteria is being incorporated into all designs as required. As part of the Operational Plan for all stations, methane (CH4) sensors will be installed per the approved ventilation plan immediately beneath the temporary road deck beams. A wireless network will be established at each station site to collect all gas sensor data, transmit this data to the control program and to communicate with the alarm stations when required. Gas sensors will be calibrated once a month as recommended by the sensor manufacturer.

**CON-8 Monitoring and Recording of Air Quality at Worksites**: Monitoring and recording of air quality at the worksites will be conducted. In areas of gassy soil conditions (Wilshire/Fairfax work sites), air quality will be continuously monitored and recorded. Construction will be altered as required to maintain a safe working atmosphere. The working environment will be kept in compliance with Federal, State, and local regulations, including SCAQMD and Cal/OSHA standards.

**Present Status**

The monitoring of air quality is outlined in the Hazardous Waste Operations and Emergency Response Health and Safety Management Plan (Approved by Metro on 2/26/15). Air quality is monitored at work sites in accordance with work classifications defined by Cal/OSHA and the SCAQMD and the contractor is maintaining records.

**CON-53 Further Research on Oil Well Locations**

**Present Status**
CON-53 requires that detailed research on oil well locations be conducted prior to construction. Per CON-53, if an unknown well is encountered, the contractor will notify Metro, Cal/OSHA, and the Gas and Geothermal Resources for well abandonment, and proceed in accordance with state requirements.

CON-54 Worker Safety for Gassy Tunnels: Although not specifically required for gassy tunnels, workers will be supplied with oxygen-supply-type self-rescuers (breathing apparatus required for safe evacuation during fires).

Present Status

The Worksite Safety Requirements Section of the Contract was modified to require Self-Contained Self-Rescue devices and forbid the use of filtering devices. Compliant devices have been ordered and received by both Metro and the Design/Build Contractor and are now in use in those areas under the scope of the California Tunnel Safety Orders.

As concluded in the Final EIR/EIS, potentially significant geological hazards and hazardous waste and materials exist during the construction phases prior to mitigation; however, with mitigation, it will be reduced to less-than-significant levels.

Biological Impacts and Mitigation

The Ecosystems and Biological Resources Impacts of the project were evaluated in Sections 4.10 of the Final EIS/EIR. The EIS/EIR evaluated potential effects on ecosystems and biological resources during construction and operation of the proposed project. As explained in the EIS/EIR, the Westside Subway Extension Project would have a significant impact on biological resources if it would:

- Result in the loss of individuals, or the reduction of existing habitat, of a state- or federally-listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern, or federally-listed critical habitat.
- Result in the loss of individuals, the reduction of existing habitat of a locally designated species, or a reduction in a locally designated natural habitat or plant community.
- Interfere with habitat such that normal species behaviors are disturbed (e.g., from introducing noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species.

Impacts to biological resources will be less than significant with the implementation of mitigation measures CON-66 through CON-69 on page 12 of this CEQA review memo.
- The project may require the removal or disturbance of mature and or protected trees during construction.
- If tree removal and trimming is required, such activities will occur outside of the bird breeding season (February 1 to August 31).

Reference: Final EIS/EIR 4.10 pg 4-229; pg I-50, Appendix I.

Mitigation Measures

CON-66 Biological Survey: Two biological surveys will be conducted, one 15 days prior and a second 72 hours prior to construction that will remove or disturb suitable nesting habitat. The surveys will be performed by a biologist with experience conducting breeding bird surveys. The biologist will prepare survey report documenting the presence or absence of any protected native bird in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors). If a protected native bird is found, surveys will be continued in order to locate any nests. If an active nest is located, construction within 300 feet of the nest (500 feet for raptor nests) will be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting.

CON-67 Compliance with City Regulations: If construction or operation of the LPA requires removal or pruning of a protected tree, a removal permit will be required in accordance with applicable municipal codes and ordinances of the city in which the affected tree is located. Within the City of Los Angeles, compliance with the Native Tree Protection Ordinance will require a tree removal permit from the Los Angeles Board of Public Works. Similarly, within the City of Beverly Hills, applicable tree protection requirements, such as tree removal permits, will be followed. Tree removal permits may require replanting of protected trees within the Study Area or at another location to mitigate for the removal of these trees.

CON-68 Tree Pruning: If construction or operation will entail pruning of any protected tree, the pruning will be performed in a manner that does not cause permanent damage or adversely affect the health of the trees.

CON-69 Avoidance of Migratory Bird Nesting Season: Construction activities that involve tree removal or trimming will be timed to occur outside the migratory bird nesting season, which occurs generally from March 1st through August 31st and as early as February 1st for raptors.

Water Resources (Water Quality – Construction)

The Water Resources impacts of the project were evaluated in Sections 4.11 of the Final EIS/EIR. The EIS/EIR evaluated potential effects during construction and
operation of the proposed project. As explained in the EIS/EIR, a significant impact to water quality would occur if the Westside Subway Extension Project would:

- Violate any applicable water quality standards or waste discharge requirements, including those defined in Section 13050 of the Clean Water Act
- Affect the rate or change the direction of movement of existing groundwater contaminants, or expand the area affected by contaminants
- Substantially alter the existing drainage pattern of the site or area, including 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
- 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
- Otherwise substantially degrade water quality

As stated in the Final EIS/EIR, implementation of mitigation measures WQ-1, CON-71, CON-72, CON-74 through CON-81, and CON-88 during the construction phases will reduce the impacts to a less than significant level.

**Impacts**

- Potential exists for excess erosion to occur during construction.
- Impacts to water quality stemming from both construction and operation of the project could occur.

**Reference:** Final EIS/EIR 4.11 pg 4-230 – 4-242; pg I-22, I-52 through I-54, I-56 of Appendix I: Mitigation Monitoring and Reporting Plan.

**Mitigation Measures**

**WQ-1 Drainage Control Plan:** A drainage control plan will be developed to properly convey drainage from the Study Area and to avoid ponding on adjacent properties. The plan will be developed to assure that the flood capacity of existing drainage or water conveyance features will not be reduced in a way that will cause ponding or flooding during storms.

**CON-71 Plan if Contaminated Groundwater is Encountered:** If contaminated groundwater is encountered during construction, the contractor will stop work in the vicinity, cordon off the area, and contact the appropriate hazardous waste coordinator and maintenance hazardous spill coordinator at Metro and immediately notify the Certified Unified Program Agencies (City of Los Angeles Fire Department, County of Los Angeles Fire Department, and Los Angeles RWQCB) responsible for hazardous materials and wastes. Through coordination with the Los Angeles RWQCB, an investigation and remediation plan will be developed to protect public health and the
environment. The contractor will treat or dispose of any hazardous or toxic materials according to local, State, and Federal regulations.

**CON-72 Erosion and Sediment Control Plan:** An erosion and sediment control plan will be established prior to construction. The plan will include the following BMPs as appropriate:

- Use of natural drainage, detention ponds, sediment ponds, or infiltration pits to allow runoff to collect and to reduce or prevent erosion
- Use of barriers to direct and slow the rate of runoff and to filter out large-sized sediments
- Use of down drains or chutes to carry runoff from the top of a slope to the bottom
- Control of the use of water for irrigation so as to avoid off-site runoff

**CON-74 Use of Non-toxic Herbicides or Fertilizers:** Non-toxic alternatives will be employed for any necessary applications of herbicides or fertilizers.

**CON-75 Use of Temporary Detention Basins:** Temporary detention basins will be installed to remove suspended solids by settlement.

**CON-76 Water Quality Monitoring:** Water quality runoff will be periodically monitored before discharge from the site and into the storm drainage system.

**CON-77 Use of Stormwater Runoff BMPs:** Construction sites will have BMPs to divert stormwater runoff from entering the construction area. Containment around the site will include use of temporary measures such as fiber rolls to surround the construction areas to prevent any spills of slurry discharge or spoils recovered during the separation process. Downstream drainage inlets will also be temporarily covered to prevent discharge from entering the storm drain system.

**CON-78 Measures to Reduce the Tracking of Sediment and Debris:** Construction entrances / exists will be properly set up so as to reduce or eliminate the tracking of sediment and debris offshore. Appropriate measures will include measures such as grading to prevent runoff from leaving the site, and establishing "rumble racks" or wheel water points at the exit to remove sediment from construction vehicles.

**CON-79 Cleaning of Equipment:** Onsite rinsing or cleaning of any equipment will be performed in contained areas and rinse water will be collected for appropriate disposal.

**CON-80 Construction Site Water Collection:** A tank will be required on work sites to collect the water for periodic offshore disposal. Since the slurry production is a closed-loop system in which the water separated from the discharge slurry is continually recycled,
minimal and infrequent water discharges are anticipated. These discharges could be accommodated in a tank onsite to collect the water and disposed of periodically.

**CON-81 Soil and Building Material Storage:** Soil and other building materials (e.g., gravel) stored onsite must be contained and covered to prevent contact with stormwater and offsite discharge.

**CON-88 Minimize Disruption of Access to Businesses:** Both standard and site-specific mitigation measures will be developed to minimize disruption of pedestrian access to businesses and disruption of general vehicular traffic flow or access to specific businesses.

Implementation of mitigation measures CON-1, TCON-1, T-CON 4, TCON-7, TCON-8, TCON-10, and TCON-11 will further reduce construction impacts to businesses.

**Historic, Archaeological, and Paleontological Impacts and Mitigation**

Section 4.14.7 and Appendix D (Memorandum of Agreement and Section 106 Correspondence) of the Final EIS/EIR presents the construction-related Historic, Archaeological, and Paleontological impacts of the Project. The MOA sets forth measures to be implemented to reduce potential construction impacts within the Area of Potential Effects (APE) to known archaeological historic properties and to undocumented archeological resources. Metro has implemented a Memorandum of Understanding with the George C. Page Museum of La Brea Discoveries regarding treatment of paleontological resources from asphaltic deposits (PA-1).

**Impacts**

- Pursuant to CEQA, an impact to archeological, historic, or paleontological resources would result in a significant impact if construction of the LPA would demolish or materially alter a significant archeological, historic, or paleontological resource.


**Mitigation Measures**

**AR-1 Unanticipated Discoveries and Consultation with Native American Individuals:** If previous unidentified cultural resources are encountered during construction or earth-disturbing activities, all activities at that location shall be halted until a qualified archaeologist can examine the resources and assess their significance. If the resources are determined to be significant, Metro will notify FTA and SHPO within 48 hours of the discovery to determine the appropriate course of action.
HR-1 Treatment to Avoid Adverse Effects: Metro retains the services of a qualified historic preservation consultant with experience in architectural preservation to monitor construction activities and conduct periodic construction monitoring to ensure protection of historic fabric and compliance with approved designs and the Secretary of the Interior’s Standards for the Rehabilitation of Historic Properties.

PA-2 Early Fossil Recovery: Metro will seek early approval to begin fossil recovery in advance of construction if feasible.

PA-3: Metro retains the services of a Qualified Principal Paleontologist to oversee execution of mitigation measures.

PA-4: Metro’s qualified principal paleontologist has developed a Paleontological Resources Monitoring and Mitigation Plan (PRMMP). Metro will continue implementing the PRMMP during construction.

PA-5: The PRMMP includes specifications for processing, stabilizing, identifying, and cataloging any fossils recovered. For any tar pit deposits encountered, this will include chemical removal of asphalt from matrix and specimens. Cleaned matrix will require microscopic examination for small fossils, including invertebrates and plants, by a qualified paleontologist.

PA-6: Metro’s qualified principal paleontologist will prepare a report detailing the paleontological resources recovered, their significance, and arrangements made for their curation at the conclusion of the monitoring effort.

PA-7: Metro will provide the resources necessary to curate the identified and prepared fossils as specified in the MOU. Those fossils recovered from asphaltic deposits will be curated at the George C. Page Museum. All other fossils will be curated at the Natural History Museum of Los Angeles County.

As concluded in the Final EIR/EIS, construction-related impacts to historic, archaeological, and paleontological resources will vary depending on the specific section / phase of the Purple Line Extension that is being constructed. During the construction of Section / Phase 2 (Wilshire / La Cienega to Century City / Constellation Stations), there will be a significant impact even after mitigation as the Ace Gallery Building located at 9430 Wilshire Boulevard will be demolished. For Section / Phase 1 and Section / Phase 3, impacts will be less than significant after mitigation. The temporary full street closure of Constellation Boulevard and Avenue of the Stars intersection, subject to this action, falls within Section / Phase 2.

Acquisition and Displacement of Existing Uses (specific to Constellation Station)
The Final EIS/EIR indicated that the Project will require between 5 and 25 full property acquisitions, one to four permanent easements required for station entrances and construction staging, and up to four temporary construction easements (TCE) required for Section 2. Section 2 would also require 32 permanent underground easements for the subway tunnel.

At the Century City Constellation Station site, identified TCEs include parcels at 1940, 1950 and 2040 Century Park East, in addition to a permanent easement for the station entrance at 10131 Constellation Boulevard.

As identified on page 2-10 of the Addendum to the Final Environmental Impact Report dated October 2015, the proposed project modifications to Section 2 of the Westside Purple Line Extension Project would not cause any new or substantially significant impacts related to acquisitions and displacements than previously addressed in the Final EIS/EIR.

**Impacts**

- New TCE needed for materials storage & construction office at existing Metro Bus Layover site (southeast corner of Century Park West @ Constellation) – this will result in a loss of 5 bus layover spaces for 7 years
- To remedy this, a new temporary bus layover area will be created within the median of Santa Monica Boulevard; once station construction is complete, original site will return to full operation
- 5 year TCE located along 2010 Century Park East (AT&T property) will be needed for placement of conveyor system between staging Areas 2 & 3. Depending on right-of-way negotiations with respective property owners, conveyor system may run across the top of the existing parking structure on the eastern portion of the property, or the conveyor would connect the shaft in Area 2 to Area 3 at ground level for approximately 400 feet along the west side of the building.
- Temporary and permanent easements will be needed for ventilation and exhaust shafts within the Westfield Mall property located along the north side of Constellation Boulevard for the purpose of constructing ventilation ducts to service the subway.

**Reference:** Addendum to the Final Environmental Impact Report, Section 2.1.2, October 2015.

**Mitigation Measures**

**CN-3 Compensation for Easements:** For easements, Metro will appraise each property to determine the fair market value of the portion that will be used either temporarily during construction or permanently above and below ground. As required by
both the Uniform Relocation Assistance and Real Property Acquisition Act and California Relocation Assistance Act, just compensation, which will not be less than the approved appraisal, will be made to each displaced property owner.

Community and Neighborhood Impacts and Mitigation

Construction of the Project will be disruptive to communities and neighborhoods in the immediate vicinity of construction activities. Construction of the Project could affect neighborhoods for limited durations due to street and sidewalk closures and traffic detours, especially in areas of station construction. Construction and traffic detours will temporarily reduce access to businesses and communities. In addition, noise and emissions from the haul trucks and construction equipment could disrupt community activities.

Impacts

- Construction of the Project will be disruptive to communities and neighborhoods in the immediate vicinity of construction activities.

Reference - - Final EIS/EIR, Section 4.15.3, pp. 4-344 to 4-345.

Mitigation Measures

CON-1 Signage: Signage to indicate accessibility to businesses will be used in the vicinity of construction activity.

CON-88 Minimize Disruption of Access to Businesses: Both standard and site-specific mitigation measures will be developed to minimize disruption of pedestrian access to businesses and disruption of general vehicular traffic flow or access to specific businesses.

TCON-1 Traffic Control Plans.
TCON-2 Designated Haul Routes.
TCON-3 Emergency Vehicle Access.
TCON-4 Transportation Management Plan.
TCON-7 Parking Management.
TCON-8 Parking Monitoring and Community Outreach.
TCON-9 Construction Worker Parking.
TCON-10 Pedestrian Routes and Access.
TCON-11 Bicycle Paths and Access.
(See pages 2 through 5, above, for full text of Mitigation Measures TCON-1 through TCON-4, and TCON-7 through TCON-11.)

**Noise and Vibration Impacts and Mitigation**

Section 4.15.3 of the Final EIS/EIR presents the construction-related Noise and Vibration impacts of the Project. In addition, Section 2.1.5 of the Westside Purple Line Extension Project, Section 2 Addendum to the Final Environmental Impact Report dated October 2015 has also identified specific noise control measures for focused activities in Area 3 adjacent to the rehabilitation facility.

Noise from at-grade construction of the stations will be generated by heavy equipment such as bulldozers, backhoes, hauling trucks, scrapers, loaders, cranes, and paving machines. During construction of the Project, impact pile driving at the station boxes will result in adverse vibration impacts. Perceptible vibration levels could be experienced within 200 feet of pile driving operations.

Equipment used for underground construction, such as the TBM and mine trains, could generate vibration levels that could result in audible groundborne noise levels in buildings at the surface, depending on the depth of the tunnel and soil conditions. Operation of the mine trains could contribute to underground construction vibration since they will operate continuously during the excavation, mining, and finishing of the tunnel. TBMs would be below the surface of a structure for no more than a day or two.

Vibration impacts during construction would be reduced to a less-than-significant level with implementation of mitigation measures, although noise impacts during construction would remain significant and unavoidable, even with implementation of mitigation measures.

**Impacts**

- Noise from construction equipment will exceed the existing presumed ambient noise levels in the City of Los Angeles and will introduce new sources of noise to the immediate vicinity of the construction sites.
- Perceptible vibration levels could be experienced within 200 feet of pile driving operations. Equipment used for underground construction, such as the TBM and mine trains, could generate vibration levels that could result in audible groundborne noise levels in buildings at the surface. Operation of the mine trains could contribute to underground construction vibration.
- Specific for Area 3, adjacent to the newly opened rehabilitation facility: nighttime construction noise for the patient floors of the rehabilitation facility are predicted not to exceed the Los Angeles nighttime construction noise limits with implementation of specified mitigation measures.
Mitigation Measures

CON-22 Hire or Retain the Services of an Acoustical Engineer: Hire or retain the services of an Acoustical Engineer to be responsible for preparing and overseeing the implementation of the Noise Control and Monitoring Plans. Noise Control and Monitoring Plan will ensure that noise levels are at or below criteria levels in Metro Baseline Specifications Section 01565, Construction Noise and Vibration Control.

CON-23 Prepare a Noise Control Plan: Prepare a Noise Control Plan that includes an inventory of construction equipment used during daytime and nighttime hours, an estimate of projected construction noise levels, and locations and types of noise abatement measures that may be required to meet the noise limits specified in the Noise Control and Monitoring Plan.

CON-24 Comply with the Provisions of the Nighttime Noise Variance: In the case of nighttime construction, the contractor will comply with the provisions of the nighttime noise variance issued by local jurisdictions. The variance processes for the Cities of Los Angeles and Beverly Hills and the County of Los Angeles require the applicant to provide a noise mitigation plan and to hold additional public meetings before granting the variance to allow work that would be performed outside of the permitted working hours.

CON-25 Noise Monitoring: Conduct periodic noise measurement in accordance with an approved Noise Monitoring Plan, specifying monitoring locations, equipment, procedures, and schedule of measurements and reporting methods to be used.

CON-26 Use of Specific Construction Equipment: At night, use only construction equipment operating at the surface of the construction site under full load, are certified to meet specified lower noise level limits set in the Noise Control Plan, and specified in the noise variance application.

CON-27 Noise Barrier Walls for Nighttime Construction: Where nighttime construction activities are expected to occur, erect Metro designed noise barrier walls at each construction site prior to the start of construction activities. Barriers should be designed to reduce construction site noise levels by at least 5 dBA.

CON-28 Comply with Local Noise Ordinances: The Project will comply as applicable with the City of Los Angeles, City of Beverly Hills, and County of Los Angeles noise ordinances during construction hours. Compliance with City of Los Angeles, City of Beverly Hills, and County of Los Angeles standards for short-term operation of mobile equipment and long-term construction operations of stationary equipment, including
noise levels and hours of operation, also will occur. Hours of construction activity will be varied to meet special circumstances and restrictions. Municipal and building codes of each city in the Study Area include restrictions on construction hours. The City of Los Angeles limits construction activity to 8 a.m. to 6 p.m. on Monday through Friday and 9 a.m. to 5 p.m. on Saturdays, with no construction on Sundays and Federal holidays. The City of Beverly Hills identifies general construction hours of 8:00 a.m. to 6:00 p.m. from Monday through Saturday. For all the cities in the Study Area, construction is prohibited on Sundays and city holidays. Construction outside of these working periods will require a variance from the applicable city. The variance processes for the Cities of Los Angeles and Beverly Hills and the County of Los Angeles require the applicant to provide a noise mitigation plan and hold additional public meeting.

**CON-29 Signage:** Readily visible signs indicating “Noise Control Zone” will be prepared and posted on or near construction equipment operating close to sensitive noise sites.

**CON-30 Use of Noise Control Devices:** Noise-control devices that meet original specifications and performance will be used.

**CON-31 Use of Fixed Noise-Producing Equipment for Compliance:** Fixed noise-producing equipment will be used to comply with regulations in the course of Project-related construction activity.

**CON-32 Use of Mobile or Fixed Noise-Producing Equipment:** Mobile or fixed noise-producing construction equipment that are equipped to operate within noise levels will be used to the extent practical.

**CON-33 Use of Electrically Powered Equipment:** Electrically powered equipment will be used to the extent practical.

**CON-34 Use of Temporary Noise Barriers and Sound-Control Curtains:** Temporary noise barriers and sound-control curtains will be erected where Project-related construction activity is unavoidably close to noise-sensitive receivers.

**CON-35 Distance from Noise-Sensitive Receivers:** Within each construction area, earth-moving equipment, fixed noise-generating equipment, stockpiles, staging areas, and other noise-producing operations will be located as far as practicable from noise-sensitive receivers.

**CON-36 Limited Use of Horns, Whistles, Alarms, and Bells:** Use of horns, whistles, alarms, and bells will be limited for use as warning devices, as required for safety.

**CON-37 Requirements on Project Equipment:** All noise-producing project equipment, including vehicles that use internal combustion engines, will be required to be equipped with mufflers and air-inlet silencers, where appropriate, and kept in good operating
condition that meets or exceeds original factory specifications. Mobile or fixed “package”
equipment (e.g., arc-welders, air compressors) will be equipped with shrouds and
noise-control features that are readily available for that type of equipment.

CON-38 Limited Audibility of Project Related Public Addresses or Music: Any
Project-related public address or music system will not be audible at any adjacent
sensitive receiver.

CON-39 Use of Haul Routes with the Least Overall Noise Impact: To the extent
practical, based on traffic flow, designated haul routes for construction-related traffic will
be used based on the least overall noise impact. For example, heavily loaded trucks will
be routed away from residential streets if possible. Where no alternatives are available,
haul routes will take into consideration streets with the fewest noise-sensitive receivers.

CON-40 Designated Parking Areas for Construction-Related Traffic: Non-noise-sensitive designated parking areas for Project-related traffic will be used.

CON-41 Enclosures for Fixed Equipment: Enclosures for fixed equipment, such as
TBM slurry processing plants, will be required to reduce noise.

CON-42a Noise Ordinance Protection of Vibration Sensitive Historic Buildings
and Cultural Resources:

Vibration impacts from construction of the LPA will require mitigation to meet the Los
Angeles CEQA Noise Thresholds, the Metro specified limits, and the noise ordinances
for Los Angeles County, and the cities of Los Angeles and Beverly Hills.

The contractors will be responsible for the protection of vibration-sensitive historic
buildings and cultural resources within 200 feet of any construction activity. To ensure
proper protection, the contractor will be required to perform periodic vibration monitoring
at the closest structure to any construction activities using approved seismographs.
Specifically, for any fragile historic properties within a 200-foot range, the contractor will
evaluate the vibration levels resulting from the excavated-materials train as it passes
under historic properties. If the vibration levels emanating from the muck train exceed
0.1 inch/second maximum PPV velocity level, the contractor will take action to reduce
the vibration levels to 0.1 inch/second or less as soon as possible. If the vibration levels
exceed 0.12 inch/second PPV, the contractor will cease excavation operations until he
or she takes action to reduce vibration levels below 0.1 inch/second. Such action could
include reducing the speed of muck trains carrying excavated material, additional rail
and tie isolation, and more frequent rail and wheel maintenance. Which historic
properties are deemed fragile will be determined through preconstruction survey. This
measure will apply not to the TBM but only to operations resulting from the muck train
hauling excavated materials under or near fragile historic properties. To ensure that
noise and vibration impacts associated with construction are below threshold levels,
Metro plans, specification, and estimates (“bid”) documents will include these measures as well as CON-42 through CON-46.

**CON-42 Phasing Ground Impacting Operations:** Demolition, earth moving, and ground impacting operations will be phased so as not to occur in the same time period.

**CON-43 Alternatives to Impact Pile Driving:** Impact pile driving will be avoided. Drill piles or sonic or vibratory drivers will be used where the geological conditions permit their use and where ground vibration damage risk criteria are satisfied.

**CON-44 Alternative Demolition Methods:** Demolition methods will be selected to minimize noise and vibration impact where possible.

**CON-45 Restriction on Use of Vibratory Rollers and Packers:** Use of vibratory rollers and packers will be avoided near vibration sensitive areas.

**CON-46 Metro Ground-Born Noise and Ground-Born Vibration Limits:** If the Metro ground-borne noise limits or ground-borne vibration limits are exceeded, the contractor will be required to take action to reduce vibrations to acceptable levels. Such action could include reducing the muck train speed, additional rail and tie isolation, and more frequent rail and wheel maintenance.

**TCON-2 Designated Haul Routes:** (See page 3, above, for full text of Mitigation Measure TCON-2.)

**Area 3 Specific Mitigation Measures:**

- Fully enclose or surround the compressor plant, ventilation plant, grout plant, foam plant, machine shop, and electrical shop with noise barrier walls.
- Enclose motors and transfer points on the conveyor system.
- Boom crane and front end loader will be low emission equipment as required by Metro Specification Section 01 56 19, Construction Noise and Vibration Control, Parts 3.01 and 3.04, and Table 4.
- Retrofit the boom crane and front end loader to be used during night operations with a hospital grade muffler and additional damping and insulation added to the engine compartments
- Install an additional 16-foot noise barrier wall within the interior of Area 3 to further shield the noise from the front end loader and crane operations

**Visual Impacts and Mitigation**

The construction related Visual and Aesthetics Impacts of the Project were evaluated in Section 4.15.3 of the Final EIS/EIR. As explained in the Final EIS/EIR, the introduction of heavy construction equipment, stockpiled construction-related materials, erosion
devices, excavated materials, and the removal of trees in these primarily commercial and residential areas will conflict with existing visual character and will change visual quality. Additionally, the raised decking at the Wilshire/Fairfax and Wilshire/La Brea Stations (approximately 2 feet above grade) will temporarily increase the visual impacts to adjacent properties at these stations.

The lighting of the construction staging areas at night will result in the creation of a new light source. If not mitigated, this would be a temporary significant impact.

During the construction period, these visual elements will temporarily degrade the physical character of the station and staging areas and will result in a significant impact without mitigation. With the implementation of mitigation measures CON-2 through CON-5 and VIS-2, construction-related visual impacts will be reduced to a less than significant level.

Reference: Final EIS/EIR, Section 4.15.3, pp. 4-345 to 4-348. Addendum to the Final Environmental Impact Report, Section 2.1.3

**Impacts**

- The introduction of heavy construction equipment, stockpiled construction-related materials, erosion devices, excavated materials, and the removal of trees in these primarily commercial and residential areas will conflict with the existing visual character and will change visual quality. Additionally, the raised decking at the Wilshire/Fairfax and Wilshire/La Brea Stations (approximately 2 feet above grade) will temporarily increase the visual impacts to adjacent properties at these stations.
- The lighting of the construction staging areas at night will create a new light source. If not mitigated, this will be a temporary adverse effect.

**Impacts Specific to Constellation Station:**

- Construction of an approximate 80-foot diameter shaft to access the tunnel and installation of a conveyor for material extraction was not included in the Final EIS/EIR as part of the activities in Area 2.
- Use of Metro bus layover at corner of Century Park West and Constellation (Area 5) will create a new temporary visual change for the office building (10250 Constellation Boulevard) located east of the site, primarily the offices facing west. A 20-foot high barrier will surround the bus layover site.
- Installation of the temporary Metro bus layover site in the Santa Monica Boulevard median may require the removal of up to four small trees and landscaping within the median. Removal of trees and vegetation would be a noticeable visual change for motorists traveling east on Santa Monica Boulevard.
• Conveyor system and associated utility pipe infrastructure connecting work Areas 2 & 3 will be required; the final placement and configuration chosen will be dependent upon the outcome of negotiation agreements between Metro and the AT&T building parking structure owner.
• Construction staging activities in Area 3 will create visual impacts along the northside of the new long-term rehabilitation facility at 2080 Century Park East.

Mitigation Measures

CON-2 Timely Removal of Erosion-Control Devices: Visually obtrusive erosion-control devices, such as silt fences, plastic ground cover, and straw bales, will be removed as soon as the area is stabilized.

CON-3 Location of Construction Materials: Stockpile areas will be located in less visibly sensitive areas and, whenever possible, not be visible from the road or to residents and businesses. Limits on heights of excavated materials will be developed during design based on the specific area available for storage of material and visual impact.

CON-4 Construction Lighting: Lighting will be directed toward the interior of the construction staging area and be shielded so that it will not spill over into adjacent residential areas. In addition, temporary sound walls of Metro approved design will be installed at station and work areas. These will block direct light and views of the construction areas from residences.

CON-5 Screening of Construction Staging Areas: Construction staging areas will be screened where possible, to reduce visual effects on adjacent viewers.

VIS-2 Replacement for Tree Removal: Where mature trees are removed, replacement with landscape amenities of equal value will be incorporated into final designs, where feasible, to enhance visual integrity of the station area.

Area 2 Specific Mitigation Measures:
• 20-foot high temporary barrier to shield undesired views of shaft opening to pedestrians and motorists along Century Park East, as well as students and faculty at Beverly Hills High School.

Conveyor System Mitigation Measures (applicable for all placement options):
• Shaft conveyor system will be screened to reduce effects on adjacent viewers
• Horizontal conveyor system between Area 2 and Area 3 will be enclosed to minimize the visual and noise intrusion of the system
If you have any questions or require additional information, please contact Billy Ho of my staff at (213) 485-5745.

MEM/bh
Q:\EMG Project Files\IDC - CEQA Review Memo (Ave of Stars to west of launch box)
Nick,

See below for CD5 concurrence for continuation of work with an extension of the AM/PM peak hour exemption.

Best,

Mindy

Mindy Lake
LA Metro
Principal Community Relations Officer
Program Management—Construction Relations
323.900.2146 W
310.562.4227 C
metro.net | facebook.com/losangelesmetro | @metrolosangeles

Metro's mission is to provide world-class transportation for all.

From: Jay Greenstein <jay.greenstein@lacity.org>
Sent: Wednesday, May 20, 2020 1:24 PM
To: Lake, Mindy <LakeM@metro.net>
Subject: Re: Fw: Request for Century City peak hour exemption- Amended request!

On behalf of Council District 5 I support this peak hour exemption request through the end of the stay at home order or through July 31, whichever comes first. We would be willing to consider any request to potentially extend this exemption if requested.

On Wed, May 20, 2020 at 8:18 AM Lake, Mindy <LakeM@metro.net> wrote:

Jay,

This AM/PM peak hour exemption request would also include work within the AOS/Constellation intersection, and Constellation, west of Avenue of the Stars while the stay at home restrictions remain in place and the reduced traffic conditions exist. The Contractor will be submitting additional requests as the situation changes and traffic plans are approved by DOT.

Let me know if you'd like to discuss this before you respond. Sorry for the confusion!

Thanks

Mindy
Hi Jay,

The contractor is requesting an extension of the peak hour exemption for piling on Constellation Blvd. BOE is requesting confirmation from Council District 5 that you support the additional work activities such as potholing, piling, and decking.

I am writing to request concurrence from CD5 to allow an extension of the peak hour exemption on Constellation Blvd, east of Avenue of the Stars so the contractor can continue to perform the additional construction activities listed above during this period of time while traffic is so limited and restrictions remain in place. The current AM/PM exemption expires on May 27th. This request for an extension would begin on May 28th until the stay at home restrictions are lifted and tenants begin returning to office buildings immediately adjacent to this construction zone. Communication between Metro, Century Park and Watt Plaza has been ongoing throughout the COVID-19 restriction period.

Please let me know if you have any questions.

Best,
Mindy

---

Jay Greenstein
Chief Field & Transportation Deputy
May 14, 2020

Mr. Chris Dixon  
Tutor Perini Corporation  
1801 Century Park East # 500  
Los Angeles, California 90067

Dear Mr. Dixon:

MODIFICATION FOR VARIANCE 19/373

Your variance permit modification request for assembly of a tunnel boring machine at Constellation Boulevard between Century Park East and Avenue of the Stars, in the City of Los Angeles, under the provisions of the Los Angeles Municipal Code Section 41.40 has been APPROVED.

Commission Investigation Division (CID), Noise Enforcement Team (NET), has modified the scope of work to add Piling and Decking on Constellation Boulevard 360 Feet from Century Park East to Solar Way.

Should you have any questions or require additional information, please contact Detective Jason Curtis, Officer in Charge, Noise Enforcement Team, CID at (213) 996-1230.

Very truly yours,

[Signature]

RICHARD M. TEFANK, Executive Director  
Board of Police Commissioners
March 20, 2020

Mr. Chris Dixon
Tutor Perini Corporation
1801 Century Park East # 500
Los Angeles, California 90067

Dear Mr. Dixon:

VARIANCE EXTENSION – 41.40 LAMC

Your request to extend the existing construction noise variance permit for assembly of a tunnel boring machine at Constellation Boulevard between Century Park East and Avenue of the Stars, in the City of Los Angeles, under the provisions of Los Angeles Municipal Code Section 41.40, has been APPROVED.

Original Dates: December 23, 2019 through April 23, 2020,
7 days a week, 24 hours a day

Extension Dates: April 23, 2020 through July 23, 2020,
7 days a week, 24 hours a day

Should you have any questions or require additional information, please contact Detective Jason Curtis, Officer in Charge, Noise Enforcement Team, Commission Investigation Division at (213) 996-1230.

Very truly yours,

RICHARD M. TEFANK, Executive Director
Board of Police Commissioners
Public Order Under City of Los Angeles Emergency Authority

Issue Date: March 19, 2020 (Revised May 27, 2020)

Subject: SAFER AT HOME

The novel coronavirus pandemic is a global emergency that is unprecedented in modern history. Profoundly impacting our daily lives, it has inspired Angelenos to respond with courage, compassion, wisdom and resolve to overcome this crisis and help each other.

In a short period of time and at an unprecedented scale, residents in every community have embraced urgent social distancing best practices and aggressive hygienic precaution, not just to protect themselves, but to protect others. Angelenos understand with exceptional clarity that there is only one way to get through this difficult moment: together.

The City’s recent emergency orders — curtailing large public gatherings; temporarily closing many government facilities; closing theaters, bars and entertainment venues; prohibiting restaurants from serving to dine-in customers while permitting take-out, delivery and drive-thru; and a ban on evictions of residential and commercial tenants who cannot pay rent due to financial impacts caused by COVID-19 — have been followed with a willing and generous spirit.

While we have previously taken strong action, now the City must adopt additional emergency measures to further limit the spread of COVID-19.

With this virus, we are safer at home.

Wherever feasible, City residents must isolate themselves in their residences, subject to certain exceptions provided below. This Order is given because, among other reasons, the COVID-19 virus can spread easily from person to person and it is physically causing property loss or damage due to its tendency to attach to surfaces for prolonged periods of time.
Under the provisions of Section 231(i) of the Los Angeles City Charter and Chapter 3, Section 8.27 of the Los Angeles Administrative Code, I hereby declare the following orders to be necessary for the protection of life and property in the City of Los Angeles, effective on Friday, April 10, 2020 at 11:59 PM:

1. Subject only to the exceptions outlined in this Paragraph and Paragraph 5 below, all persons living within the City of Los Angeles are hereby ordered to remain in their homes. Residents of the City of Los Angeles who are experiencing homelessness are exempt from this requirement. The City is working, along with partner government agencies and non-governmental organizations, to make more emergency shelters available for the unhoused residents of our City. City of Los Angeles officials and contracted partners responsible for homelessness outreach shall make every reasonable effort to persuade such residents to accept, if offered, temporary housing or shelter, as the Health Officer of the County of Los Angeles recommends that sheltering individuals will assist in reducing the spread of the virus and will protect the individual from potential exposure by allowing the individual access to sanitation tools.

People at high risk of severe illness from COVID-19 and people who are sick are urged to stay in their residence to the extent possible except as necessary to seek medical care.

2. Subject only to the exceptions outlined in this Paragraph and Paragraph 5 below, all businesses within the City of Los Angeles are ordered to cease operations that require in-person attendance by workers at a workplace. Indoor Malls and Shopping Centers can open to no more than 50% of overall shopping center capacity. To the extent that business operations may be maintained by telecommuting or other remote means, while allowing all individuals to maintain shelter in their residences, this Order shall not apply to limit such business activities. A business that fails to cease operation despite not meeting an exception in this Paragraph or Paragraph 5 may be subject to having its water and power services shut off by the Department of Water and Power for not being in compliance with the Order. The Deputy Mayor of Public Safety, or his written designee, may, after engagement with and a written warning issued to a noncompliant business, refer that business in writing to the Department of Water and Power to shut off water and power services pursuant to this order. Upon receiving such a written referral, the Department of Water & Power is authorized to shut off water and power services to the noncompliant business operating in violation of the Order.

3. All public and private gatherings of any number of people occurring outside a residence are prohibited, except as to those exempted activities described in this Paragraph and Paragraph 5. This provision does not apply to gatherings within a single household or living unit.

4. All travel, including, without limitation, travel on foot, bicycle, scooter, motorcycle, automobile, or public transit is prohibited, subject to the exceptions in Paragraph 5.

5. Exceptions. People may lawfully leave their residence while this Order is in effect only to engage in the following activities:

   (i) First 24 hour allowance. This Order shall not apply, for a 24-hour period following the effective date above, to allow employees and business owners to access to their workplaces to gather belongings or address other administrative needs, so long
as social distancing requirements are followed. Such workplaces shall remain closed to the public in accordance with this Order.

(ii) Essential Activities. To engage in certain essential activities, including, without limitation, visiting a health or veterinary care professional, obtaining medical supplies or medication, obtaining grocery items (including, without limitation, canned food, dry goods, fresh fruits and vegetables, pet supplies, fresh or frozen meats, fish, and poultry, any other household consumer products and products necessary to maintain the safety and sanitation of residences and other buildings) for their household or to deliver to others, or for legally mandated government purposes. In addition, any travel related to (a) providing care for minors, the elderly, dependents, persons with disabilities, or other vulnerable persons; (b) returning to one’s place of residence from outside the City; (c) travelling to one’s place of residence located outside the City; (d) compliance with an order of law enforcement or court shall be exempt from this Order; (e) legally mandated government purposes; (f) attend a funeral with no more than 10 individuals present or manage after-death arrangements and burial; or (g) to participate in a vehicle-based parade or drive-thru events (hosts and participants of such activities must observe and comply with the Vehicle-Based Parade Protocol published by the Los Angeles County Department of Public Health); or (h) to participate in an in-person protests as long as attendance is limited to 25% of the relevant area’s maximum occupancy, as defined by the relevant local permitting authority or other relevant authority, or a maximum of 100 attendees, whichever is less, and physical distancing of six feet between persons or groups of persons from different households is maintained at all times. Persons engaging in these essential activities are required to maintain reasonable social distancing practices. This includes maintaining a distance of at least six-feet away from others, frequently washing hands with soap and water for at least twenty seconds or using hand sanitizer, covering coughs or sneezes (into the sleeve or elbow, not hands), regularly cleaning high-touch surfaces, not shaking hands and wearing a cloth face covering whenever there is or can be contact with others who are non-household members in both public and private places. Young children who are at risk of suffocation and people with certain disabilities are not required to wear a face covering.

(iii) Outdoor Activities. To engage in passive outdoor activity and recreation, provided that the individuals comply with social distancing requirements, including, without limitation, walking, running, cycling; use of scooters, roller skates, skateboards, or other personal mobility devices. All individuals engaging in outdoor activities must wear a cloth face covering whenever there is or can be contact with others who are non-household members. Young children who are at risk of suffocation, people with certain disabilities, and individuals engaging in water activities and certain sports specified in Los Angeles County Department of Public Health Protocols (such as tennis, pickleball and solo horseback riding) are not required to wear a face covering. Golf is permitted; public and private courses may operate upon implementing the Los Angeles County Department of Public Health Reopening Protocol for Golf Courses. Golf and tennis clubhouses, course restaurants and pro shops remain closed to public entry; pro shops may operate but can only conduct sales outside the storefront, and course restaurants can operate for take-out or delivery and cannot serve dine-in customers. Indoor and outdoor playgrounds for children, except those located within childcare centers, shall be closed for all purposes. The City of Los Angeles, following the recommendations and
directives of the County Department of Public Health, shall cancel its recreational and cultural programming and close its beaches, public beach parking lots, beach access points, piers, park trails, trail heads, and park facilities. Beaches are open for active recreation, including swimming, surfing, running and walking; however, sunbathing, sitting, gatherings, youth camps, group sports and athletic competitions are not allowed. Visitors to beaches shall follow the Los Angeles County Department of Public Health Reopening Protocol for use of Public Beaches. Pools, hot tubs, and saunas that are in a multi-unit residence or part of a Homeowners’ Association may open upon implementing the Los Angeles County Department of Public Health Protocols for Reopening of Swimming Pools in Shared Residential Facilities. Parks shall remain open for recreational activities while practicing social distancing and shall follow the Los Angeles County Department of Public Health Reopening Protocol for Use of Public Trails. “Recreation and cultural programming” refers to recreational and cultural activities, indoor and outdoor sports leagues, aquatics classes, instructional courses, and group sessions on City-owned and operated park land. “Park facilities,” which shall be closed to the public, refers to the City’s Department of Recreation and Parks facilities, including: skate parks, basketball courts, tennis courts, volleyball courts, baseball fields, Venice Boardwalk (except as necessary to travel to an essential business), Runyon Canyon, Griffith Observatory, Travel Town, Griffith Park train rides and pony rides, the Cabrillo Marine Museum, Sherman Oaks Castle, EXPO Center, and aquatics facilities. Tennis and pickle ball courts, shooting and archery ranges, equestrian centers, model airplane areas, community gardens, and bike parks may operate upon implementing the required Los Angeles County Department of Public Health protocols found on paragraph 6. Census Centers located at Recreation and Parks facilities may remain open, provided strict adherence to social distancing practices. Outdoor Museums, Open Air Galleries, Botanical Gardens and other Outdoor Exhibition Spaces may open upon implementing the Los Angeles County Department of Public Health Protocols for Opening for Outdoor Museums and Galleries.

(iv) **Work in Support of Essential Activities.** To perform work providing essential products and services or to otherwise carry out activities specifically permitted in this Order.

(v) **To care for or support a friend, family member, or pet in another household.**

(vi) **Emergency Personnel.** All first responders, gang and crisis intervention workers, public health workers, emergency management personnel, emergency dispatchers, law enforcement personnel, and related contractors and others working for emergency services providers are categorically exempt from this Order.

(vii) **Essential Activities Exempt.** Certain business operations and activities are exempt from the provisions of this Order, on the grounds that they provide services that are recognized to be critical to the health and well-being of the City. These include:

(a) All healthcare operations, including hospitals, clinics, dentists, pharmacies, pharmaceutical and biotechnology companies, medical and scientific research, laboratories, healthcare suppliers, home healthcare services providers, veterinary care and pet day care providers (excluding pet grooming and training), mental and behavioral health providers and support groups, substance use providers and support groups, physical therapists and chiropractors, cannabis dispensaries, or
any related and/or ancillary healthcare services, manufacturers and suppliers.
Behavioral health or substance use disorder support group meetings must implement
the Los Angeles County Department of Public Health’s Reopening Protocol for
Substance Use Disorder and Mental Health Support Groups. Healthcare operations
does not include fitness and exercise gyms and similar facilities.

(b) Grocery stores, water retailers, farm and produce stands,
supermarkets, convenience stores, warehouse stores, food banks, and other
establishments engaged in the retail sale of canned food, dry goods, fresh fruits and
vegetables, pet food and medication supply, fresh or frozen meats, fish, and poultry,
and other household consumer products necessary to maintain the safety, sanitation
and essential operation of residences. This includes stores that sell beer, wine, and
liquor. However, the portions of liquor stores, wineries, breweries and tap rooms that
provide tastings to the public are closed. Certified farmers markets may operate only if
they are able to obtain written approval from the Bureau of Street Services (BSS) and
only according to the guidelines and set forth by BSS.

(c) Agricultural and horticultural cultivation, including farming, livestock,
and fishing.

(d) Organizations and businesses that provide food, shelter, and social
services, and other necessities of life for economically disadvantaged or otherwise
needy individuals (including gang prevention and intervention, domestic violence, and
homeless services agencies).

(e) Newspapers, television news, radio, magazine, podcast and
journalism.

(f) Gas service stations, auto/motorcycle part supply, mobile
auto/motorcycle repair operations, auto/motorcycle repair shops (including, without
limitation, auto repair shops that operate adjacent to or otherwise in connection with an
used or retail auto dealership), bicycle repair shops and related facilities. Auto
dealerships and motorcycle dealerships may open to the public, under the conditions
required by and upon implementation of the Los Angeles County Department of Public
Health Reopening Protocol for Car Dealerships. Car washes are permitted to operate
upon implementing the Los Angeles County Department of Public Health Reopening
Protocol for Car Washes.

(g) Banks, credit unions, financial institutions and insurance
companies, and pawn shops.

(h) Hardware and building supply stores, day labor centers, nurseries
and horticulture wholesale distributors.

(i) Plumbers, electricians, custodial/janitorial workers, handyman
services, funeral home workers and morticians, moving services, HVAC installers,
carpenters, day laborers, landscapers, gardeners, exterminators, property managers
and leasing agents, private security personnel and other service providers who provide
services to maintain the safety, sanitation, and essential operation to properties and
other essential activities discussed in this subsection.

(j) Businesses providing mailing and shipping services, boxes and
packaging, and post office boxes.

(k) Educational institutions -- including public and private K-12 schools,
colleges, and universities -- for purposes of facilitating distance learning or performing
essential functions provided that social distancing of six-feet per person is maintained.

(l) Laundromats, dry cleaners, and laundry service providers.
(m) Restaurants and retail food facilities that prepare and offer food to customers, but only via delivery service, to be picked up, or drive-thru. For those establishments offering food pick-up options, proprietors are directed to establish social distancing practices for those patrons in the queue for pick-up. This includes maintaining a distance of at least six-feet away from others. Schools and other entities that typically provide free food services to students or members of the public may continue to do so under this Order on the condition that the food is provided to students or members of the public on a pick-up and carry out basis only. Schools and other entities that provide food services under this exemption shall not permit the food to be eaten at the site where it is provided, or any other gathering site. Cafeterias, commissaries, and restaurants located within hospitals, nursing homes, or similar facilities are also exempt from this Order. Social distancing shall be maintained at a distance of at least six-feet away from others.

(n) Businesses that supply or provide storage for retail goods and products needed for people to work from home.

(o) Businesses that supply other essential businesses with the support, services, or supplies necessary to operate, provided that strict social distancing is maintained. This section includes, without limitation, utility companies.

(p) Individuals and businesses that ship, truck, transport, or provide logistical support to deliver groceries, food, goods, or services directly to residences, or businesses engaged in essential activities or essential infrastructure.

(q) Airlines, taxis, ride sharing services, car rental companies, and other private transportation services providing transportation services necessary for essential activities and other purposes expressly authorized in this Order.

(r) Home-based care for disabled persons, seniors, adults, or children.

(s) Residential facilities and shelters for homeless residents, disabled persons, seniors, adults, children and animals.

(t) Office-based businesses when teleworking is not possible, including professional services, such as legal, leasing and real estate transactions, payroll or accounting services, when necessary to assist in the permitting, inspection, construction, transfer and recording of ownership of housing, and when necessary to achieve compliance with legally mandated activities. Housing units and real property may be shown, provided that appointments and other residential viewings occur virtually or, if a virtual viewing is not feasible, by appointment with no more than two visitors at a time residing within the same household or living unit and one individual showing the unit. However, such in-person visits are not permitted when a tenant occupant is still residing in the residence, unless the owner first obtains the tenant’s written consent.

(u) Childcare facilities providing services that enable employees exempted in this Order to work as permitted. To the extent possible, childcare facilities must operate under the following mandatory conditions:

1. Childcare must be carried out in stable groups of 10 or fewer ("stable" means that the same 12 or fewer children are in the same group each day).
2. Children shall not change from one group to another.
3. If more than one group of children is cared for at one facility, each group shall be in a separate room. Groups shall not mix with each other.
4. Childcare providers shall remain solely with one group of children.

(v) Hotels, motels, shared rental units and similar facilities.
(w) Military/Defense Contractors/FFRDC (Federally Funded Research and Development Centers). For purposes of this Order, essential personnel may leave their residence to provide any service or perform any work deemed essential for national security including, without limitation, defense, intelligence, and aerospace development and manufacturing for the Department of Defense, the Intelligence Community, and NASA and other federal government, and or United States Government departments and agencies. Essential personnel include prime, sub-prime, and supplier contractor employees, at both the prime contract level and any supplier level at any tier, working on federal United States Government contracts, such as contracts for national intelligence and national security requirements.

(x) Businesses that manufacture retail goods. These businesses must also implement the County of Los Angeles Reopening Protocol for Warehousing, Manufacturing and Logistic Establishments.

(y) Retail stores may operate, after implementing the County of Los Angeles Department of Public Health Protocols for Retail Establishments Opening for In-person Shopping. Indoor malls and shopping centers can open to no more than 50% of overall shopping center capacity and must adopt the County Department of Public Health Protocols for Shopping Center Operators.

(z) Places of worship, provided that the gathering of congregants is limited to the lower of 25% of the total maximum occupancy (or occupant load) assigned for that building on its Certificate of Occupancy or as determined by Section 1004 of the 2019 California Building Code, or 100 people. Faith-based organizations holding in-person services must follow the Los Angeles County Department of Public Health Places of Worship Protocols, including requiring face coverings during services and celebrations except for young children or others with impaired breathing or other at-risk conditions.

(viii) Government Employees. This Order does not apply to employees of government agencies working within the course and scope of their public service employment. Employees of the City of Los Angeles shall follow any current or future directives issued by the Mayor.

(ix) Essential Infrastructure. Individuals may leave their residences to provide any services or goods or perform any work necessary to to build, operate, maintain or manufacture essential infrastructure, including without limitation construction of public health operations, commercial, office and institutional buildings, residential buildings and housing; airport operations, food supply, concessions, and construction; port operations and construction; water, sewer, gas, electrical, oil extraction and refining; roads and highways, public transportation and rail; solid waste collection, removal, and recycling; flood control and watershed protection; internet and telecommunications systems (including the provision of essential global, national, and local infrastructure for computing services, business infrastructure, communications, phone retail sales and servicing, and web-based services); and manufacturing and distribution companies deemed essential to the supply chains of the industries referenced in this Paragraph, provided that they carry out those services and that work in compliance with social distancing practices as prescribed by the Centers for Disease Control and Prevention and the Los Angeles County Department of Public Health, to the extent possible.

(x) Non-Essential Businesses. Businesses regarded under this Order as “non-essential” may be permitted to conduct minimum basic operations including
inventory, security, custodial services, payroll and employee benefits processing, and any reasonable activity designed to maximize the ability for its employees to work remotely from their homes. Any Non-Essential Businesses conducting minimum basic operations, as allowed for in the paragraph, shall keep its doors closed and locked to the public at all times and shall post a sign on its main entrances stating that the business is closed to the public.

6. **Public Notice of Social Distancing Protocols for Certain Public-Facing Essential Businesses.** The City of Los Angeles has adopted all safety protocols developed by the County of Los Angeles Department of Public Health. All individuals, except young children at risk of suffocation and people with certain disabilities, engaging in the permitted activities described below must wear face coverings and adopt social distancing requirements. All businesses described below must require workers and customers to wear face coverings and adopt the County Public Health protocols, which are available for download at [https://www.lamayor.org/COVID19Orders](https://www.lamayor.org/COVID19Orders). For relevant businesses, (i) the protocols notice must be posted at or near the entrance to the facility so that it is easily viewable by the public and employees; and (ii) copies of the protocols must be provided to each employee performing work at the facility; and (iii) the business must provide evidence of its implementation of the protocols to any authority enforcing this Order upon demand. The required protocols include:

   a) The owner, manager, or operator of any business described in Paragraph 1 of the April 7, 2020 Worker Protection Order (Revised May 7, 2020), shall prepare and post by no later than 11:59 p.m. on April 15, 2020, a the County’s Social Distancing Protocol for each of their facilities within the City of Los Angeles.

   b) The owner, manager, or operator of any permitted retail business described in Paragraph 5 (vii)(y) of this Order must implement the County’s Protocols for Retail Establishments Opening for In-person Shopping.

   c) The owner, manager, or operator of any permitted auto dealer described in Paragraph 5 (vii)(f) of this Order must implement the County’s Car Dealership Protocols.

   d) The owner, manager, or operator of any permitted public and private golf courses described in Paragraph 5 (iii) of this Order must implement the County’s Golf Courses Protocols.

   e) All hikers and visitors of trails described in Paragraph 5 (iii) of this Order must adopt the County’s Trail Use Protocols.

   f) All visitors to beaches described in Paragraph 5 (iii) of this Order must adopt the County’s Beach Protocols.

   g) All visitors to bike parks described in Paragraph 5 (iii) of this Order must adopt the County’s Bike Park Protocols.

   h) All visitors to community gardens described in Paragraph 5 (iii) of this Order must adopt the County’s Community Gardens Protocols.
i) All visitors to equestrian centers described in Paragraph 5 (iii) of this Order must adopt the County’s Equestrian Centers Protocols.

j) All visitors to model airplane areas described in Paragraph 5 (iii) of this Order must adopt the County’s Model Airplane Protocols.

k) All visitors to tennis and pickleball courts described in Paragraph 5 (iii) of this Order must adopt the County’s Tennis Pickleball Courts Protocols.

l) All operators and participants of substance use disorder and mental health support groups described in Paragraph 5(vii)(a) and (d) must adopt the County’s Substance Use Disorder and Mental Health Support Groups Protocols.

m) All outdoor shooting facilities described in Paragraph 5 (iii) of this Order must adopt the County’s Outdoor Shooting Facility Protocols.

n) The owner, manager, or operator of any permitted warehouse business described in Paragraph 5 (vii)(n), or any permitted logistics business described in Paragraph 5 (vii)(p), or any permitted manufacturing business described in Paragraph 5 (vii)(y) must adopt the County’s Reopening Protocol for Warehousing, Manufacturing and Logistic Establishments.

o) The owner, manager, or operator of a car wash described in Paragraph 5(vii)(f) must adopt the County’s Reopening Protocol for Car Washes.

p) All hosts and participants of vehicle-based parades or drive thru events must adopt the County’s Protocol for Vehicle Based Parades or Drive Thru Events.

q) The owner, manager, or operator of a place of worship or faith-based organization hosting in-person services must adopt the County’s Protocol for Places of Worship Protocols.

r) The owner, manager, or operator of office-based businesses must adopt the County’s Office-Based Worksites Protocol.

s) The owner, manager, or operator of shopping centers or malls must adopt the County’s Shopping Center Operators Protocol.

t) The operator of pools, hot tubs, and saunas that are in a multi-unit residence or part of a Homeowners’ Association must adopt the County’s Protocols for Reopening of Swimming Pools in Shared Residential Facilities.

u) The owner, manager or operator of Outdoor Museums, Open Air Galleries, Botanical Gardens and other Outdoor Exhibition Spaces must adopt the County’s Protocols for Opening for Outdoor Museums and Galleries.

7. To the extent that this Order is in conflict with earlier Orders, this Order shall supersede the others.
8. Failure to comply with this Order shall constitute a misdemeanor subject to fines and imprisonment. I hereby urge the Los Angeles Police Department and the City Attorney to vigorously enforce this Order via Sections 8.77 and 8.78 of the Los Angeles Administrative Code.

9. If any subsection, sentence, clause, phrase, or word of this Order or any application of it to any person, structure, or circumstance is held to be invalid or unconstitutional by a decision of a court of competent jurisdiction, then such decision shall not affect the validity of the remaining portions or applications of this Order.

This order shall be in place during the local emergency period, and it may be amended or rescinded as warranted according to local public health conditions.

________________________________________
Eric Garcetti, MAYOR

Dated: May 27, 2020 at Los Angeles, California
Time: 4:00 p.m.

Filed with the City Clerk
Date: _____________________
Time: _____________________
By: _______________________

_______________________________
CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: June 18, 2020

To: Curtis V. Tran, Civil Engineer
       Department of Public Works
       Bureau of Engineering

From: Christopher Hy, Transportation Engineer
       Department of Transportation
       Metro Programs Division

Subject: LADOT TRAFFIC IMPACT STATEMENT FOR THE PURPLE LINE WESTSIDE SUBWAY EXTENSION SECTION 2
         CONSTELLATION STATION PILING & DECKING CONSTRUCTION
         {CONSTELLATION BOULEVARD EAST OF AVENUE OF THE STARS 8-WEEK FULL CLOSURE}

The Los Angeles County Metropolitan Transportation Authority (Metro) has requested an eight (8)-week temporary full closure of Constellation Boulevard from west of the current launch box closure up to Avenue of the Stars, to expedite the completion of piling and decking installation work within the proposed construction zone. The benefits of this full-closure would be to reduce the construction activities duration and minimizing the future construction impact to stakeholders. This request intends to take advantage of Los Angeles Mayor Garcetti's continued "Safer at Home" emergency order due to the COVID-19 pandemic.

Due to the “Safer at Home” order and time extension, vehicular traffic in the area has been significantly reduced. Based on review of the current traffic conditions, no changes to the previous traffic analysis results and findings would be expected. It determined that all information identified in CEQA Technical Memorandums evaluated previously (June 2019 and December 2019), the full closure in the 2012 Final EIS/EIR, the 2015 Final EIR Addendum remain relevant to the level of effort and construction activities being performed, and no new or modified mitigation measures would be necessary. Access to nearby buildings will remain accessible during this work period. There are no new impacts associated with this level of effort.

LADOT recognizes that the project receives full support from the surrounding business stakeholders, including Council District 5, to perform this work, and therefore will provide support services to manage traffic conditions as safely and efficiently as possible during the proposed eight (8)-week full-closure period. Metro and its Design-Build contractors will continue to work closely with LADOT to monitor conditions and make modifications and/or adjustments to the Traffic Management Plan (TMP) as necessary.

The Worksite Traffic Control Plan (WTCP) for the closure has been approved by LADOT.
BPW Meeting - Item (4)

BPW-2020-0434

CD ALL

PUBLIC WORKS TRUST FUND LOAN - COVID-19 EMERGENCY RESPONSE

Recommending the Board, subject to approval by the Mayor:

1. FIND that the requested loan proceeds will be deposited into the City's General City Purpose Fund No. 100 (Dept. 56), which interest earned is retained by the General Fund and is also the same fund where interest earned in the Public Works Trust Fund No. 834 (Dept. 50) is transferred on an interim basis;

2. APPROVE the waiver of interest assessment;

3. AUTHORIZE a new $75,000,000 loan from the Public Works Trust Fund (Fund 834/Dept. 50), payable by the City's General Fund (Fund 100/Dept. TBD), to provide emergency cash flow in response to the COVID-19 Emergency Pandemic and enable the receiving and disbursing of emergency relief funds;

4. AUTHORIZE the Board of Public Works, Director of Accounting to transfer $75 million from available funds within the Public Works Trust Fund No. 834, Department No. 50 to the General City Purposes, Fund No. 100, Department No.56, Account 000955, COVID-19 Emergency Response;

5. AUTHORIZE the reimbursement of funds from the City's General Fund No. 100, Department No. TBD, to the PWTF No. 834, Department No. 50, immediately or as soon as practicable upon receipt of the reimbursement proceeds from the U.S. Federal Emergency Management Agency or alternative source(s) as determined and approved by the Mayor and/or City Council;

6. AUTHORIZE the Board of Public Works, Executive Officer, or designee, to make any technical changes or accounting updates to the recommendations above to effectuate the intent of the Mayor’s request; and

7. REQUEST the Board of Public Works, Executive Officer forward a copy of this action to the Office of the City Clerk.
ATTACHMENTS:

Description

- BPW BR
- BPW BR T1
Department of Public Works
Board of Public Works
Report No. 1

July 17, 2020
CD Nos. ALL

AUTHORITY FOR A $75 MILLION LOAN FROM THE PUBLIC WORKS TRUST FUND TO FRONT FUND COVID-19 EMERGENCY PANDEMIC EXPENSES TO BE REPAID FROM U.S. FEDERAL EMERGENCY MANAGEMENT AGENCY REIMBURSEMENTS OR ALTERNATIVE SOURCE(S) AS DETERMINED BY THE MAYOR AND/OR CITY COUNCIL

RECOMMENDATIONS

Recommending that the Board of Public Works, subject to approval by the Mayor:

1. FIND that the requested loan proceeds will be deposited into the City's General City Purpose Fund No. 100 (Dept. 56), which interest earned is retained by the General Fund and is also the same fund where interest earned in the Public Works Trust Fund No. 834 (Dept. 50) is transferred on an interim basis;

2. APPROVE the waiver of interest assessment;

3. AUTHORIZE a new $75,000,000 loan from the Public Works Trust Fund (Fund 834/Dept. 50), payable by the City's General Fund (Fund 100/Dept. TBD), to provide emergency cash flow in response to the COVID-19 Emergency Pandemic and enable the receiving and disbursing of emergency relief funds;

4. AUTHORIZE the Board of Public Works, Director of Accounting to transfer $75 million from available funds within the Public Works Trust Fund No. 834, Department No. 50 to the General City Purposes, Fund No. 100, Department No. 56, Account 000955, COVID-19 Emergency Response;

5. AUTHORIZE the reimbursement of funds from the City's General Fund No. 100, Department No. TBD, to the PWTF No. 834, Department No. 50, immediately or as soon as practicable upon receipt of the reimbursement proceeds from the U.S. Federal Emergency Management Agency or alternative source(s) as determined and approved by the Mayor and/or City Council;

6. AUTHORIZE the Board of Public Works, Executive Officer, or designee, to make any technical changes or accounting updates to the recommendations above to effectuate the intent of the Mayor’s request; and

7. REQUEST the Board of Public Works, Executive Officer forward a copy of this action to the Office of the City Clerk.

TRANSMITTAL

DISCUSSION

Per the Los Angeles City Charter Section 231(i), the Mayor has the authority to declare a local emergency and coordinate/supervise the City’s emergency response/preparedness activities in accordance with procedures established by ordinance. A local emergency declaration activates the Emergency Operations Board and temporarily restructures the City into its Emergency Operation Organization. Per the Los Angeles Administration Code Section 8.29, the Mayor is designated as the Director of the Emergency Operation Organization.

On March 4, 2020, the Mayor declared a local emergency in connection with the novel coronavirus pandemic (COVID-19). On March 17, 2020, the City Council took action (C.F. No. 20-0147-S46) to transfer $20 million from the Emergency Reserve account to the General City Purposes account to implement the City’s COVID-19 response. On March 19, 2020, the Mayor released a belt tightening memo highlighting the effects of the COVID-19 pandemic and how our City is uniting to respond and help avoid more drastic financial measures in the future since COVID-19 is having local, national and global consequences. Since the local emergency declaration, the Mayor has issued a series of instructions to help mitigate the impacts of these challenging times and to preserve critical services, such as implementing new COVID-19 City guidelines, the development of an emergency telecommute program, the emergency Safer At Home Order, a Disaster Service Worker Executive Directive, cost containment guidelines, etc.

On April 3, 2020 and April 29, 2020, the Mayor directed an additional transfer of $50 million and $75 million, respectively, for a total loan amount of $125 million from the Building and Safety Permit Enterprise Trust Fund to the COVID-19 Emergency Response Account for the purpose of continuing and expanding the City’s COVID-19 emergency response. During the Fiscal Year 2020/2021 deliberations of the Mayor’s proposed budget, the City Council authorized repayment of the $20 million to the Emergency Reserve Account (C.F. 20-0710 and 20-0600) and set aside funds to reimburse the Building and Safety Building Permit Enterprise Fund for an advance of funds for COVID 19 expenses from Coronavirus Aid, Relief and Economic Securities (CARES) Act funds (C.F. 20-0501, 20-0530, 20-0709, and 20-0600).

Due to the City’s ongoing emergency funding needs to provide critical COVID response measures and consistent with Mayor’s emergency authority under Los Angeles City Charter Section 231(i) and Los Angeles Administrative Code Sections 8.29 and 8.30, the Mayor has now requested that the Controller distribute $75 million in funds from the Public Works Trust Fund to provide emergency cash flow in response to the COVID-19 emergency pandemic and enable the receiving and disbursing of emergency relief funds (see Transmittal 1).
FINANCIAL STATUS

Loan disbursement to the City’s General Fund will have a $75 million general fund impact/obligation. However, based on a 75% allowable reimbursement of eligible COVID-19 emergency related expenses from the U.S. Federal Emergency Management Agency (FEMA), the General Fund impact/obligation will likely be reduced from $75 million to $18.75 million (or 25% cost-share). Should the City utilize the proposed loan funds for the portion (75%) of FEMA allowable, eligible reimbursement expenses and identify another source of funds for the remaining cost-share portion (25%), then it is projected that the General Fund will have a no net impact/obligation.

The Public Works Trust Fund (PWTF) will provide the $75 million loan to provide emergency cash flow in response to the COVID-19 emergency pandemic and enable the receiving and disbursing of emergency relief funds. Loan repayment will be made as soon as FEMA reimbursements are received. Further, this report recommends not to assess interest on this loan request since the loan proceeds will be deposited into the City's General City Purpose Fund No. 100 (Dept. 56), which interest earned is retained by the General Fund and is also the same fund where interest earned in the Public Works Trust Fund No. 834 (Dept. 50) is transferred on an interim basis.

As of March 31, 2020, pending loans in the PWTF had a total outstanding balance of $24,436,926. Total deposits (balance) in the PWTF, as of March 31, 2020, was $142,994,123. This equates to a 17.09% Balance-to-Loan Percentage for PWTF disbursed loans. However, the Board approved additional loans that are undisbursed in the amount of $14,967,167, which increases the total loans approved (disbursed and undisbursed) to $39,404,093 or 27.56% within the balance-to-loan threshold. Therefore, the aggregate total of loans not yet disbursed, including the request for a $75M loan discussed in this report, is approximately $90M. When taking these additional items into consideration, the PWTF Balance-to-Loan percentage increases by 52.45% from 27.56% to 80.01%.

Understanding the nature and emergency needs for this loan, approval of this loan will require the PWTF to reduce its working capital from 25% to nearly 20%, which will place some burden on the fund to potentially meet its obligations should a demand for refund or cash bond exoneration be required within the next 18 months. In general, the PWTF transfers out about $15 to $20 million per year to general and special funds. Therefore, based on some uncertainties and fiscal prudence, the Board of Public Works should proceed with caution and request that its Executive Officer work closely with the Offices of the Mayor and City Administrative Officer for real-time or up-to-date reimbursement status since repayment timing will be critical during the next 18 months. Additionally, the Board of Public Works could request early repayment of any outstanding loans from current borrowers to reduce its Balance-to-Loan ratio. This repayment request would be voluntary as all loans have an agreed upon interim repayment schedule, except for the $10 million loan for seismic bond work scheduled as a one-time balloon payment.
Pursuant to and consistent with Section 231(i) of the Los Angeles City Charter (LACC) and Chapter 3, Sections 8.29 and 8.30 of the Los Angeles Administrative Code (LAAC), the Mayor has requested, in Transmittal 1, due to the ongoing necessity of emergency response to the COVID-19 pandemic, the transfer of funds (loan proceeds) from the Public Works Trust Fund No. 834, Department No. 50 to the General City Purposes, Fund No. 100, Department No. 56, Account No. 000955 (COVID-19 Emergency Response). This transfer shall take place immediately upon Board of Public Works and Mayor's approval. A copy of this action, once Mayor approves, will be forwarded to the Office of the City Clerk as notice to file of action taken by the Mayor.

Per LACC Section 231(i), the Mayor has the authority to declare a local emergency. Per LAAC Section 8.29, the Mayor as the Director of the Emergency Operation Organization during an emergency is

“...authorized to promulgate, issue and enforce rules, regulations, orders and directives which the Director considers necessary for the protection of life and property. Such rules, regulations, orders and directives shall take effect immediately upon their issuance, and copies thereof shall be filed in the Office of the City Clerk.”

Furthermore, per LAAC Section 8.30 relative to requisition of supplies and personnel, the Mayor may

“...obtain vital supplies and other such property as is needed for the protection of life and property of the people, and bind the City for the fair value thereof, and, if required immediately, may commandeer the same for public use…”

Reimbursements to repay loan proceeds are anticipated from the U.S. FEMA CARES Act (COVID-19) emergency relief funds or other sources as identified by the Mayor and/or City Council. Transfer of said funds will be processed immediately or as soon as practicable in light of the existing emergency, to reduce loan liability until full repayment of loan is made. Full repayment schedule is anticipated within 12 to 18 months.
FISCAL IMPACT STATEMENT

Loan disbursement to the City’s General Fund will have a $75 million general fund impact/obligation. Full repayment is anticipated from the City’s General Fund from either reimbursements received from the U.S. Federal Emergency Management Agency (FEMA), CARES Act emergency relief funds or other sources as identified by the Mayor and/or City Council. Transfer of funds (loan proceeds) from the Public Works Trust Fund No. 834, Department No. 50 to the General City Purposes, Fund No. 100, Department No. 56, Account No. 000955 (COVID-19 Emergency Response) will take place immediately upon Mayor’s approval per LAAC Sections 8.29 and 8.30.

The Public Works Trust Fund (PWTF) will provide the $75 million loan to provide emergency relief in response to the COVID-19 emergency pandemic and enable the receiving and disbursing of emergency relief funds. Loan repayment will be made as soon as FEMA reimbursements and/or other reimbursement funds are received/identified. Full repayment schedule is anticipated within 12 to 18 months. No interest will be assessed since earnings from loan proceeds are transferred to the General Fund from either funds (i.e., General City Purpose and PWTF). Approval of the proposed loan will increase the PWTF Balance-to-Loan percentage by 52.45% (or $75 million) from 27.56% (or $39.4 million) to 80.01% (or $114.4 million).

(GG/FC: gg/fc/nt/ah)

Respectfully submitted,

GREG GOOD, DR. FERNANDO CAMPOS
President, Board of Public Works  Executive Officer, Board of Public Works

Statement as to Funds approved by:

Miguel A. De La Peña, Director
Office of Accounting
Fund Ref. 834/50/$75 Million

Date: 07/16/2020

Report prepared by and for questions, please contact:
Dr. Fernando Campos, Executive Officer
Fernando.Campos@lacity.org, (213) 978-0250
Norman Tanada, PWTF Fund Manager
Norman.Tanada@lacity.org, (213) 978-0246
MEMORANDUM

To: Honorable Ron Galperin, Controller
Attn: Crista Binder, Chief Deputy Controller

From: Eric Garcetti, Mayor

Subject: TRANSFER OF FUNDS

Date: July 15, 2020


Under the provisions of Section 231(i) of the Los Angeles City Charter and Chapter 3, Sections 8.29 and 8.30 of the Los Angeles Administrative Code, and for the purposes of receiving and disbursing emergency relief funds, I request and direct a transfer of funds in the amount of $75 million from the Public Works Trust Fund to the COVID-19 Emergency Response Account within the General City Purposes Fund. Please refer to the following instructions to effectuate this transfer.

- Transfer $75 million from available funds within Fund 834, Public Works Trust Fund, Department 50 to the General City Purposes, Fund 100, Department 56, Account 000955, COVID-19 Emergency Response
If you have any questions about this instruction, please contact my Deputy Mayor for Budget and Innovation, Miguel Sangalang, or Legal Counsel Carlos Singer.

cc: Honorable Members of the City Council
    Honorable Mike Feuer, City Attorney
    Richard Llewelyn, City Administrative Officer
    Sharon Tso, Chief Legislative Analyst
    Greg Good, President, Board of Public Works
AFE - TRUCK OWNERS ON FILE

Bureau of Street Services and Office of Accounting are requesting Board approval and execution of an Authority for Expenditure in the amount of $6,400,000 to encumber funds for the Bureau of Street Service's As-Needed Trucking program for the period of July 2020 to December 2020. Authorize the President or two members of the Board to execute this expenditure and any As-Needed Trucker agreements requested to meet the service demands of the program.

(AE 21000001M, Fund No. 100 - General Fund, Dept No. 86, Appropriation Unit 003030)

ATTACHMENTS:

Description
AFE TRUCKOWNERS
Department of Public Works
Transmittal of Authority for Expenditure Document for Approval by the Board

Date:   July 14, 2020

To:   Fernando Campos, Executive Officer
       Board of Public Works

From: Office of Accounting
       for
       Bureau of Street Services

Re:   Authority for Expenditure Number: AE21000001M – TRUCK OWNERS ON FILE

The Department’s procedures require that the Board of Public Works approve the attached Authority for Expenditure.

Please schedule it on the Board agenda for next meeting.

After approval by the Board, please transmit it to a Commissioner for approval as “Head of Department”. The approved document should then be returned to the Office of Accounting for further processing. Please email Janet S. Sison at janet.sison@lacity.org.

     A/P Section, General Accounting Division
     Attn: Maria Apusen, Senior Accountant II
     Phone: (213) 978-0961
     Room 924, City Hall

For additional information, if needed, please email Maria Apusen, Senior Accountant II at maria.apusen@lacity.org.

     Bureau of Street Services contacts: Richard Francisco @ Richard.francisco@lacity.org.
CITY OF LOS ANGELES

AUTHORITY FOR EXPENDITURE

Dept. Public Works - Bureau of Street Services

PLEASE FURNISH TO THE CITY OF LOS ANGELES, CARE OF (GIVE ADDRESS)

TRUCK OWNERS ON FILE

PW - Bureau of Street Services
Materials Management Section
1149 S. Broadway, 4th Floor
Los Angeles, CA 90015

FOR:
This AFE encumbers funds for the Bureau of Street Service's As-Needed Trucking program for the period of July 2020-Dec 2020. As part of this AFE, the Bureau requests that the Board authorize the President or two members of the Board to execute the AFE and any As-Needed Trucker agreements requested to meet the service demands of the program. As-Needed Truckers supplement existing staff in the transportation of materials, equipment, and debris throughout the City to maintain service levels provided by the Bureau.

AFN-#001

TO THE OFFICE OF THE CONTROLLER:

PURSUANT TO PROVISIONS OF THE CITY CHARTER AND TO THE ANNUAL DEPARTMENTAL BUDGET APPROPRIATIONS OR OF APPROPRIATIONS MADE SUBSEQUENT TO THE BUDGET. THIS IS AUTHORITY TO ISSUE A DEMAND ON THE FUND AND DEPARTMENT DESCRIBED ABOVE.

BUREAU OR DIVISION HEAD

Date: 2020.07.09 15:52:03 -07'00'

HEAD OF DEPARTMENT

Date: 07/09/20

ACCOUNTING

Date: 7/15/2020

CITY ATTORNEY APPROVAL OF AFE OVER $5,000

Date: 7/14/2020

READ THIS CAREFULLY: THIS A.F.E. MUST BE APPROVED FOR FUNDS BY THE CITY CONTROLLER BEFORE SERVICE IS RENDERED. THIS FORM SHALL NOT BE USED FOR THE PURCHASE OF MATERIALS, SUPPLIES OR RENTAL OF EQUIPMENT. INVOICES IN DUPLICATE MUST BE FORWARDED TO THE DEPARTMENT TO WHICH SERVICES WERE RENDERED.

(1) DOCUMENT NUMBER, NAME AND ADDRESS OF DEPARTMENT MUST APPEAR ON ALL INVOICES.

(2) IN CASE OF A DELAY IN PAYMENT OF INVOICE BEYOND 30 DAYS FOLLOWING THE DATE OF INVOICE, PLEASE NOTIFY THE CONTROLLER IN WRITING GIVING REFERENCE TO A.F.E. NUMBER, AND STATE TO WHAT DEPARTMENT SERVICE WAS RENDERED.
Department of Public Works, Bureau of Street Services (StreetsLA)

2020-2021 Offer of Work
As-Needed, Haul Truck Program
(July 1, 2020 – June 30, 2021)

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**TRUCK CLASSIFICATION:** 10-Wheel x | 12-Wheel x | Low Side x | High Side x | x

TO THE CITY OF LOS ANGELES BUREAU OF STREET SERVICES (STREETSLA) FOR THE AS-NEEDED RENTAL AND OPERATION OF PRIVATELY-OWNED DUMP TRUCKS FURNISHED WITH DRIVER AND NECESSARY EQUIPMENT FOR HAULING PURPOSES:

THIS OFFER OF WORK is made this ___ day of ___ 2020, to the CITY OF LOS ANGELES, a municipal corporation; hereinafter referred to as the CITY by ___ , hereinafter referred to as the OWNER-OPERATOR.

The OWNER-OPERATOR is not guaranteed any amount of work during an Offer of Work period; and

The CITY, in order to discharge certain duties and responsibilities in connection with hauling asphalt, rubbish, tree trimming and other materials, requires the day-to-day use of trucks for such purposes under the direction of the Department of Public Works, StreetsLA, or the authorized representative; and

The OWNER-OPERATOR is willing to furnish truck and/or driver for such purposes; and

The OWNER-OPERATOR is an “Independent Contractor” and any agent or employee of OWNER-OPERATOR in performing the terms of this Offer of Work shall be acting on behalf of the OWNER-OPERATOR and not as an agent or employee of the CITY; and

The Council of the CITY has appropriated the necessary funds to be used by the Department of Public Works, StreetsLA, or necessary funds have been provided by the CITY by other governmental jurisdiction for the aforesaid purposes; and

THEREFORE, THE OWNER-OPERATOR hereby makes the following Offer to the CITY OF LOS ANGELES:
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ATTACHMENT 6 – HOW TO ADD NAICS CODE ON LABAVN PROFILE
SECTION 1 – DEFINITIONS

It is understood that the following words and phrases are used herein; each shall have the meaning set forth opposite the same:

BOARD OF PUBLIC WORKS
The Board of Public Works of the City of Los Angeles. The City’s only full time, police making board.

BUREAU OF STREET SERVICES (StreetsLA)
Provides roadway maintenance, improvement, resurfacing and construction of streets in the City of Los Angeles.

CALENDAR DAY
Each day beginning at 00:01 Hours and ending 24 hours later at 24:00 Hours (Military Time).

DEPARTMENT OF
Responsible for construction, renovation, and the operation PUBLIC WORKS of City facilities and infrastructure.

OWNER-OPERATOR
Is an Independent Contractor who owns a commercial vehicle in the As-Needed Haul Truck Program.

PERMITS
All federal, state, and local permits required for the proper completion of all Terms and Conditions of the Offer of Work.

PRIVately OWNED
The sole ownership of the offered truck by the Owner-Operator which does not include co-ownership, partnership(s), company (ies) or automotive leasing institutions.

CONSORTIUM
Enrollment in a medical facility to fulfill the U.S Department of Transportation (DOT) mandates requiring drug and alcohol testing of all holders of a Commercial Driver’s License.

COMMERCIAL VEHICLE
A motor vehicle designed, used, or maintained primarily for the transportation of property.
SECTION 2 – VISITS TO THE STREETSLA OFFICES

Walk-in visits for appointments on demand at the StreetsLA offices will not be honored. Owner-Operators with concerns are to call in advance for an appointment to meet with a Superintendent, a Supervisor, or the Program Coordinator.

Owner-Operators’ visits to the StreetsLA office is merely to turn in insurance documents or to submit paperwork for the approval of substitute drivers. It is only during the Offer of Work Renewal Period that unannounced visits from Owner-Operators are permitted.

(1) All insurance documents may be mailed-in or hand-delivered to:

Board of Public Works
Insurance Section
Room 355 City Hall
200 North Spring Street
Los Angeles, California 90012

(2) Report to the Commercial Vehicle Section for all physical inspection of vehicles and equipment:

Commercial Vehicle Section
12251 Sherman Way
North Hollywood, California 91605
(818) 756-8481

(3) Paperwork for substitute drivers can be mailed to the Program Coordinator at the following location.

StreetsLA
As-Needed, Haul Truck Program
1149 S. Broadway Street, Room #400
Los Angeles, California 90015
(213) 847-3313

SECTION 3 – RESPONSIBILITIES OF AND TASKS TO BE PERFORMED BY OWNER-OPERATOR

Owner-Operator agrees to abide by the policy of “privately owned,” in relation to the truck he/she provides for service during the entire period of this Offer of Work. Sole ownership shall be demonstrated by Certificates of Ownership and the Department of Motor Vehicle (DMV) registration.

Owner-Operator must be the registered owner of the vehicle and the vehicle registration must be kept current and provided to show proof of ownership.
Owner-Operator, as directed by the CITY, will furnish his/her own truck for the transporting of various materials from place to place.

Owner-Operators and/or substitute drivers shall perform all activities in connection with their responsibilities under this Offer of Work in accordance with all applicable laws, rules, regulations, and permit requirements of the federal, state, and local governments, and their subordinate agencies.

Owner-Operator’s truck will be available as needed by the CITY. Upon notification of such need made by the CITY, Owner-Operators shall accept assignments with any unit in any location as determined by the StreetsLA.

Owner-Operator shall be required to have the following identification displayed on their truck with no other designations (a) Owner’s Name, (b) Truck Number (same as Offer of Work number), (c) Tare Weight, (d) DMV’s “CA” Number (Posted on truck door).

Owner-Operators and/or substitute drivers shall comply with lawful regulations and inspections as required by the California Vehicle Code (CVC) and procedures required by the StreetsLA.

Owner-Operators and/or substitute drivers shall comply with lawful regulations and inspections as required by the California Vehicle Code (CVC) and procedures required by the StreetsLA.

Owner-Operators and/or substitute drivers shall be responsible for operating its equipment including positioning the equipment under the silo, verifying the tonnage loaded and complying with the loading procedures established by the City of Los Angeles. Owner-Operators and/or their substitute driver shall also ensure the truck does not exceed the maximum legal weight limit by unloading excess materials. Owner-Operators and/or their substitute driver are solely responsible for overloading.

Owner-Operators and/or substitute drivers shall be responsible for determining total tonnage of material loaded onto his/her truck through the use of official weigh tickets from the asphalt plants. The Owner-Operator/substitute driver shall utilize the CITY’s Weigh Station to obtain official weight tickets. The CITY’s Weigh Station is provided only for convenience. Should the CITY’s Weigh Station become non-operational, the Owner-Operator shall be required to obtain weight tickets from an independent certified weigh station (at Owner-Operator’s expense) and no additional charge shall be assessed to the CITY.

Owner-Operator agrees that the site(s), equipment, reports, substitute driver and record keeping documentation used by him/her for the performance of this Offer of Work are subject to immediate verification by CITY personnel or its agents at any time without prior notice. Said observations shall be for the purpose of insuring compliance with the terms of this Offer of Work and all applicable laws, rules and regulations. Failure to comply will result in immediate removal from service.

Trucks shall be observed periodically by the StreetsLA to verify compliance with federal, state, and local laws, rules and regulations. The CITY’s certification of the truck shall be for one (1) year or as otherwise determined by the CITY. However, certification can be revoked at any time should a truck not meet the CITY’s requirements. Trucks without
certification will not be allowed to haul materials for the CITY’s As-Needed Haul Truck Program.

Owner-Operator shall comply with the California Highway Patrol (CHP) Basic Inspection of Terminals (BIT) Program.

By signing this Offer of Work, Owner-Operator pledges to comply with all applicable federal, state and local laws in the performance of this Offer of Work, including but not limited to, laws regarding health and safety, labor and employment, and permit and licensing laws. Failure to comply will result in removal from service.

Owner-Operator shall maintain a valid Motor Carrier Permit issued by the Department of Motor Vehicles in conjunction with the California Highway Patrol, which includes a California Trucking Number (CA number) for all work to be performed under this Offer of Work at all times. The CA number must be visible on the vehicle.

Owner-Operator shall supply all necessary materials and equipment, including but not limited to, electronic communication, email address, fax number, and cell phone number, in order to provide the requested services. CITY personnel and equipment will not be available for these services. Owner-Operator shall furnish appropriate truck and operator and/or substitute driver to accomplish the required services.

Owner-Operator shall immediately notify the CITY of any changes in the Owner-Operator’s insurance coverage, permit(s), and license(s). Immediately means as soon as practically possible but not longer than eight (8) hours after the Owner-Operator knows or with diligent inquiry would have known. Failure to comply may result in discontinued service from the program.

Owner-Operators and/or substitute drivers shall be responsible for utilizing their own protective clothing and equipment as required by Cal/OSHA and/or other regulatory agencies while working under this Offer of Work.

Owner-Operator shall be responsible for verifying that substitute drivers comply with this Offer of Work’s licensing, medical certification, and State drug program requirements. Such documents shall be available for CITY’s inspection or supplied to CITY prior to the inspection.

Any interruption of registration, such as a lapse in insurance or renewal of the Motor Carrier Permit, the California Highway Patrol Biennial Inspection Terminal Program (BIT) or 90-Day Inspection will cause the CITY to disallow the truck to work at any CITY jobsite.

Owner-Operator must keep a current copy of his/her Automobile Liability and Worker’s Compensation Insurance readily available. The Owner-Operator shall be responsible for providing and maintaining truck, substitute driver, and any other necessary personnel and equipment required for the transportation of aggregate materials and/or bulky items.
Owner-Operator shall be responsible for providing all pertinent training to their substitute driver contained within this Offer of Work.

Owner-Operators and substitute drivers shall comply with the following:

1. Furnish a Daily Log to CITY.
2. Maintain the appropriate Commercial Driver’s License and provide a copy to the CITY.
3. Provide DMV Driver Print-out (within five (5) days of request).
4. Furnish original copy of a Negative Drug Test and Alcohol Test (within five (5) days of submission).
5. Maintain a valid medical card at all times while under this Offer of Work.
7. Stay inside the truck cab while loading and/or unloading.

Please see Section 29 FY2020-21 New Program Changes for new equipment requirements.

SECTION 4 – RESPONSIBILITIES OF CITY

1. Furnish locations for the required services.
2. Determine the need for and provide jobsite inspection.
3. Request work on an as-needed, occasional, or emergency basis. However, there is no guarantee that services will be requested at any time during the term of the Offer of Work.
4. Program Coordinator shall verify that Owner-Operator and/or substitute driver are in compliance with this Offer of Work’s licensing, medical certification, and State drug program requirements. Such documents shall be available for CITY’s inspection or supplied to CITY immediately upon request. Any interruption of registration, such as a lapse in insurance or renewal of the Motor Carrier Permit, BIT Inspection, or 90-Day Inspection will cause the CITY to disallow the truck to work at any CITY’s jobsite.
5. The CITY representative in charge of the job will sign the daily log certifying the time worked for billing purposes. All questions concerning actual worked hours are to be resolved at that time.

The CITY shall enroll Owner-Operator and/or substitute driver in the State of California Employers Pull Notice Program to monitor their driving status.
SECTION 5 – REQUEST FOR WORK

Selection for as-needed hauling will be based on the Owner-Operator’s established availability. The CITY will offer work to Owner-Operators on a rotating basis. It shall be the Owner-Operator’s responsibility to notify CITY of their availability.

The following conditions shall apply:

1. Owner-Operator of a three or four-axle truck must have a minimum fifteen (15) ton legal load limit. The body of the truck shall be capable of being increased by the use of sideboards when required by CITY. Should CITY request sideboards then they shall be furnished by Owner-Operator as regular equipment.

2. Three or four-axle trucks shall have double acting tail gates to permit dumping high loads of bulky material without gate interference. The truck shall have a spreading apron for dumping asphalt paving material.

3. Owner-Operator of a five-axle semi-tractor/trailer truck must have a minimum legal load capacity of 20.7 tons. Height of tractor/trailer shall not exceed eleven (11) feet.

4. Owner-Operator’s truck shall have an installed operational tachographs and electrical/automatic tarping systems and shall have all equipment required by the regulations of the Department of Motor Vehicles, the State Highway Patrol, the State of California and the ordinances, laws and regulations of the CITY.

5. Owner-Operator shall maintain the vehicle in good mechanical condition, comply with all vehicle code regulations, and meet all inspection standards and requirements of the California Vehicle Code.

6. CITY shall determine compliance of Owner-Operators truck at time of initial observation. Initial verification of compliance of Owner-Operator’s truck does not substitute for the State required 90-Day Vehicle Safety Inspection or the California Highway Patrol BIT inspection.

7. If Owner-Operators and/or substitute drivers report to a CITY jobsite and it is determined that the truck is not needed, CITY will pay show-up time (Refer to specific rate sheet).

8. All trucks at CITY jobsites shall have underbody type power operated hoist, adequate to effectively operate the truck body at full capacity, speedometer, odometer, and back-up warning devices in operational order.

SECTION 6 – NON-DISCRIMINATION AND AFFIRMATIVE ACTION

Owner-Operator shall comply with the applicable nondiscrimination and affirmative action provisions of the laws of the United States of America, the State of California and the CITY. In performing this Offer of Work, Owner-Operator shall not discriminate in its employment practices against any employee or applicant for employment because of
such person’s race, religion, national origin, ancestry, sex, sexual orientation, age, disability, domestic partner status, marital status, or medical condition. Owner-Operator shall comply with the provisions of the Los Angeles Administrative Code Sections 10.8 and 10.13, to the extent applicable hereto. Owner-Operator shall also comply with all rules, regulations, and policies of the CITY’s Board of Public Works, Office of Contract Compliance (http://www.bca.lacity.org) relating to non-discrimination and Affirmative Action, including the filing of all forms required by said Office.

Any subcontract entered into by the Owner-Operator relating to this Offer of Work, to the extent allowed hereunder, shall be subject to the provisions of this paragraph. Failure of the Owner-Operator to comply with this requirement or to obtain the compliance of its subcontractors with such obligations shall subject Owner-Operator to the imposition of any sanctions allowed by law, including but not limited to termination of the Owner-Operator’s Offer of Work with the CITY.

SECTION 7 – TRAFFIC ACCIDENTS

Owner-Operators and/or substitute drivers involved in any accident while providing services under this Offer of Work, whether at fault or not, are required to: 1) Obey all California State Motor Vehicle Regulations pertaining to accident involvement; 2) Notify the Commercial Vehicle Section within twenty-four (24) hours of the accident.

SECTION 8 – BUSINESS TAX REGISTRATION EXEMPTION

Owner-Operators fall under the provisions of the Los Angeles Municipal Code, Section 21.195, “Trucking-Hauling Exemptions.” Owner-Operators must obtain an Exempt BTR Number. It is issued only once upon acceptance of the first offer of work and is recorded permanently until the cancellation of the Offer of Work.

SECTION 9 – PAY RATES AND MANNER OF COMPENSATION

Owner-Operators and/or substitute drivers shall be compensated for each acceptance order in accordance with the Haul Rates Schedule established by the StreetsLA and approved by the Board of Public Works (Refer to specific haul rate sheet). Compensation for services will occur once every two weeks. The Owner-Operator agrees to abide by the procedures provided and explained in their specific haul rate sheet of this Offer of Work.

Any changes in the compensative Ton-Mile Haul Rate or Hourly Rate will be approved by the Board of Public Works and sent to the Owner-Operators.

SECTION 10 – PREVAILING WAGE

Owner-Operators shall pay applicable prevailing wage rates to any employee, including but not limited to, substitute drivers, agent, and subcontractors. To the extent that any of
the services to be provided under this Offer of Work are deemed to be subject to prevailing wages by the Director of the Department of Industrial Relations of the State of California (DIR), the applicable prevailing wage rates apply and the Owner-Operator is required to pay them. The current applicable prevailing wage rates, as adopted by the Director of DIR, are incorporated herein by reference and may be accessed at (http://www.dir.ca.gov). The Owner-Operator is required to pay the prevailing wage rate and is responsible for selecting the classification of workers, which will be required to perform this service in accordance with the Owner-Operator’s method of performing the work. Pursuant to Section 1775 of the Labor Code (State of California), the Owner-Operator shall forfeit ($200.00) for each calendar day, or portion thereof, for each worker paid less than the stipulated prevailing wage rates for any public work done under this Offer of Work.

SECTION 11 – AMENDMENTS, CHANGES OR MODIFICATION

The CITY, at any time by written notice to the Owner-Operator, may make changes which are consistent with and within the general scope of this Offer of Work or, by written amendment, may request the Owner-Operator to perform services not otherwise outlined herein.

Should the CITY change or modify any related aspect of the As-Needed, Haul Truck Program during this Offer of Work, Owner-Operator shall be immediately notified thereof by the CITY in writing, and upon such notification, Owner-Operator shall promptly comply with such change or modification.

SECTION 12 – TRUCK MAINTENANCE

The operation, transportation, maintenance and BIT Inspection required by the California Vehicle Code (CVC) are the sole responsibility of the Owner-Operator and at no time shall the CITY be responsible for any expense. In addition, the acquisition and maintenance of truck equipment required by the StreetsLA is the sole responsibility of the Owner-Operator and at no time shall the CITY be responsible for any expense. Required equipment and features include but are not limited to: electrical/automatic tarping systems, back-up warning devices, tachometers, and cellular telephones must be in good operating condition at all times.

Owner-Operators and/or substitute drivers shall maintain their truck to ensure their proper working condition. This includes but is not limited to: trench gate, spreading chains, hoist, tires, brakes, back-up alarm lights, mirror, spread apron, tachograph, sideboards, legible numbers and the external appearance of the truck.

SECTION 13 – TRUCK INSPECTION

The StreetsLA shall verify, as necessary, the validity of the motor vehicle operator’s license and the license plate of the truck or tractor/trailer. In addition, the StreetsLA shall
observe the vehicle for required equipment needed to operate in the As-Needed, Haul Truck Program.

Owner-Operator’s truck shall have the California Highway Patrol’s BIT inspection report showing a satisfactory rating. In addition, your truck must undergo a 90-day inspection cycle pursuant to Title 13 of the California Vehicle Code (CVC).

Inspections of the Owner-Operators truck at the Commercial Vehicle Section Office are merely checkpoints to ensure that the required equipment for hauling and dumping in this program are presently on the truck and are in good condition.

SECTION 14 – TRUCK WEIGHT

Owner-Operator’s truck shall meet the California Vehicle Code (CVC) to carry the legal load requirement. The program minimum legal load capacity requirements are as follows:

10/12-Wheel = 15 Tons  Low Sides = 20.7 Tons  High Sides = 56 Cubic Yds

A current truck weight verification from the Commercial Vehicle Section is required when: (1) beginning or renewing an Offer of Work, (2) replacing a truck or tractor/trailer, (3) returning a truck after repairs or alterations, and (4) CITY personnel requests a weight certificate.

SECTION 15 – INSURANCE REQUIREMENTS

Automobile Liability Insurance

Owner-Operator agrees to insure against liability for death or injury to persons, property or land arising from the Owner-Operator’s operation conducted on CITY property or elsewhere, pursuant to this Offer of Work. Owner-Operator shall obtain and keep in force during the term of this Offer of Work, at its sole expense, liability insurance in which the City of Los Angeles is named as an additional insured covering all activities undertaken pursuant hereto. The policy or policies shall insure against all claims arising out of or in connection with such transportation, operation, and/or all other activities conducted hereunder.

The Coverage shall provide the following minimum limits:

Automobile Liability
Combined Single Limit $1,000,000 each occurrence

All liability insurance policies shall bear an endorsement or shall have an attached rider whereby it is provided that, in the event of expiration, proposed cancellation or reduction in coverage of such policies for any reason whatsoever, the CITY shall be notified at least thirty (30) days and (ten (10) days for non-payment of premium) before expiration, cancellation, or reduction in coverage is effective. Coverage shall be by an insurer
admitted in California which has at least an “A” Policy Holder’s Rating and “X” Financial Size in accordance with the current *Best’s Key Rating Guide*.

Owner-Operator shall provide the CITY with evidence of coverage in accordance with the Instructions for Submitting Proof of Insurance to the Board of Public Works [http://www.lacity.org/bpw/](http://www.lacity.org/bpw/).

Such Policy shall further contain no deductible provision and shall contain conditions that the Board of Public Works shall be notified in writing of any cancellation of said insurance by registered mail not less than thirty (30) days prior to the date of such cancellation.

**Indemnification**

Except for the active negligence or willful misconduct of CITY, the Owner-Operator undertakes and agrees to defend, indemnify and hold harmless the CITY and any and all of its Boards, Officers, Agencies, Employees, Assigns and Successors in Interest from all suits and causes of action, claims, losses, demands and expenses, including but not limited to attorney’s fees and cost of litigation, damage or liability of any nature whatsoever, for death or injury to any person, including the Owner-Operator’s employees and agents, or damage or destruction of any property of either party hereto or of their parties, arising in any manner by reason of the negligent acts, errors or omissions or willful misconduct of the Owner-Operator or his/her subcontractors of any tier.

**Workers’ Compensation Insurance**

Before entering upon the performance of each acceptance of this Offer of Work and in the event said truck is not operated by the Owner-Operator thereof, but by an approved driver while under the terms of the Offer of Work, Owner-Operator agrees to take out, or cause to be taken out with a responsible insurance carrier, authorized under the laws of the State of California, adequate coverage under the Workers’ Compensation Safety Act. Workers’ Compensation insurance must cover full liability for compensation under said Act, with the endorsement of the Waiver of Subrogation for any person injured while performing any work labor incidental to the performance of each acceptance of this Offer of Work.

Endorsements of insurance specified above shall be received and approved by the CITY before the Owner-Operator can perform under this Offer of Work; and no payment can be made for services rendered unless approved endorsements covering the period are approved and on file. Such certificates of insurance shall be procured, filed and approved as required by Section 11.47 through Section 11.56 of the Los Angeles Administrative Code. If such work is to be accomplished in a manner so that it is not subject to said compensation laws, the Owner-Operator will execute and file with CITY, upon a form furnished by the CITY, a document establishing such.
SECTION 16 – FORCE MAJEURE

Notwithstanding any other provisions hereof, neither the Owner-Operator nor the CITY shall be held responsible or liable for failure to meet their respective obligations under this Offer of Work, if such failure shall be due to causes beyond Owner-Operator’s or the CITY’s control. Such causes include but are not limited to: strikes, fire, flood, civil disorder, acts of God or of the public enemy, acts of Federal Government, or any unit of state, or local government in either sovereign or contractual capacity, epidemics, quarantine restrictions, or delays in transportation to the extent that they are not cause by the party’s willful or negligent acts or omissions, and to the extent that they are beyond the party’s reasonable control.

SECTION 17 – PERMITS

Owner-Operator and its officers, agents and employees shall obtain and maintain all permits and licenses necessary for Owner-Operators performance hereunder and shall pay any fees required therefore. Owner-Operator agrees to immediately notify the CITY of any suspension, termination, lapses, non-renewals, or restrictions of licenses, permits, certificates, or other documents.

SECTION 18 – ASSIGNMENT DETAILS

When Owner-Operators and/or substitute drivers are dispatched from one crew to another, he/she shall notify the Commercial Vehicle Section who gave the initial assignment. Upon notification, the CITY will sign the truck out for the time the truck worked for that crew. All daily logs must be properly dated and the hours accurately recorded. CITY personnel overseeing the change shall initial any changes; otherwise, changes will not be accepted.

If Owner-Operators and/or substitute drivers choose to haul additional loads, he/she must first contact the Commercial Vehicle Section (before leaving the jobsite) to verify if his/her services are needed. Owner-Operators and/or substitute drivers shall not return to the Commercial Vehicle Section and/or jobsite without approval from dispatch. Without such approval, Owner-Operators and/or substitute drivers are released for the day.

SECTION 19 – DRUG/ALCOHOL TESTING

This Offer of Work causes Owner-Operators and/or substitute drivers to be subject to the 1991 U.S. Department of Transportation (DOT) “Omnibus Transportation Employee Testing Act, (Federal Motor Carrier Safety Regulations, Title 49 Code of Federal Regulations, Section 382) which mandates transportation organizations, unions and municipalities to establish drug and alcohol testing and education activities for all drivers who are required by law to hold a commercial driver's license. Owner-Operator
understands further that under this Federal regulation, he/she must receive substance abuse training and/or counseling prior to employment and every year thereafter. Owner-Operator must also provide or make provisions for the same training for his/her substitute driver.

SECTION 20 – RECORD RETENTION AND INSPECTION/AUDIT SETTLEMENT

Owner-Operator shall maintain accurate and complete records of its activities and operations relating to this Offer of Work. Owner-Operator shall also maintain accurate and complete records relating to his/her Offer of Work. Owner-Operator agrees that CITY, or its authorized representatives, shall have access to and the right to examine, audit, excerpt, copy, or transcribe any pertinent transaction, activity, or record relating to this Offer of Work. All such material shall be kept and maintained by the Owner-Operator and shall be made available to CITY immediately upon request.

SECTION 21– SUBSTITUTE DRIVER

Owner-Operators may utilize one (1) substitute driver as their relief driver for the As-Needed Haul Truck Program. A copy of the driver’s information must be kept in the truck at all times and made available to CITY immediately upon request. The file must include the following:

1. Driver request form
2. Clear and readable copy of the intended Driver’s negative drug and alcohol test dated the same day of submission.
3. Copy of the intended driver’s California Commercial Class “A” or “B” driver’s license. (“Class A” must be obtained for 5-axle drivers).
4. DMV Driver print-out
5. Copy of intended driver's current medical card.
6. Copy of driver’s enrollment in Drug/Alcohol Consortium Program.
7. Copy of Owner’s Automobile Liability and Workers’ Compensation Insurance.

Owner-Operator must provide Workers’ Compensation insurance coverage with the Waiver of Subrogation for the substitute driver of the Owner’s truck, protecting the CITY from responsibility arising from an accident or any other act which may be committed or omitted by the Owner-Operator or his/her substitute driver.

Substitute drivers are employees of the Owner-Operator.

SECTION 22 – PERFORMANCE

Owner-Operators and/or substitute drivers agree to perform all work of this Agreement per terms of the CITY. The CITY shall have the right to take appropriate action,
including but not limited to: a) meeting with Owner-Operator to review the Terms of Agreement and resolve matters of concern; b) canceling this Offer of Work as herein set forth.

Owner-Operators and/or substitute drivers agree that all services shall be performed in a competent, professional, and satisfactory manner in accordance with the standards prevalent in the industry, and that all goods, materials, equipment or personal property included within the services herein shall be of good quality, fit for the purpose intended.

Please see Section 29 FY2020-21 New Program Changes for annual evaluation requirements.

SECTION 23 – JOB-SITE SAFETY

Owner-Operators and/or substitute drivers shall be solely responsible for ensuring that all work performed under this Offer of Work is performed in compliance with all applicable Federal, State, and local occupational safety regulations. Owner-Operator shall provide at its expense all safeguards, safety devices, and protective equipment. Owner-Operators and/or substitute drivers are prohibited from donning protective equipment (hard hat, vest, etc.) with the CITY seal or wording related to the City of Los Angeles StreetsLA while working at a CITY job-site.

Facility Safety – Owner-Operators and/or substitute drivers are not to get out of their vehicles while being loaded or unloaded at the jobsite. There are no exceptions.

SECTION 24 – TARPAULIN LAWS

Loads composed entirely of asphalt or petroleum coke, which is covered with a chemical surfactant, are not required to be covered unless directed by a supervisor.

SECTION 25 – TRUCK CLASSIFICATION CHANGE AND VACANCIES

Owner-Operators and/or substitute drivers are assigned to work only in that truck class for which their services have been requested. Owner-Operators may change truck classification only when there is a vacancy and this change must be authorized by the CITY. Any change in truck classification requires a new Offer of Work. No Owner-Operator in the Program may operate more than one truck at a time.

Owner-Operator may continue to use his/her current truck until the stated date for the switched truck to operate. That is, if truck 100, a 10-Wheel, is approved to switch to a High Side, then truck 100 Owner-Operator is still able to operate as a 10-Wheel until the date that his/her High Side truck begins work. Once his/her High Side begins work, his/her 10-Wheel is no longer operating in the As-Needed, Haul Truck Program.
SECTION 26 – OVERLOADING

Owner-Operators and/or substitute drivers is solely responsible for the supervision of his/her load; therefore, he/she is also responsible for any overload of his/her truck and liable for any fines incurred as a result of the overload.

Department of Motor Vehicles California Commercial Driver Handbook, Section 3 which reads in part: “Whether or not you load and secure the cargo, you are responsible for inspecting the load and… recognition of overloads and poorly balanced loads and… you are responsible for making sure that the load is securely tied down and covered… and that the vehicle is not overloaded.”

The CITY will compensate only for the legal limit per load. Owner-Operators and/or substitute drivers who haul more than the legal load do so at their own risk.

OVERLOADING OF THE TRUCK IS STRICTLY PROHIBITED.

SECTION 27 – DEATH OF CONTRACTOR

The death of an Owner-Operator must be reported to the Program Coordinator immediately. Upon the death of the Owner-Operator, the Offer of Work is terminated.

SECTION 28 – CANCELLATION OF OFFER OF WORK

The CITY may cancel this Offer of Work at any time, with or without cause.

Owner-Operator may cancel this Offer of Work in writing at any time.

SECTION 29 – FY2020-21 NEW PROGRAM CHANGES

The Program for fiscal year 2020-2021 will have the following Owner-Operator requirements effective July 1, 2020:

1. All Owner-Operators must register on the Los Angeles Business Assistance Virtual Network (LABAVN) at https://www.labavn.org/ for an account. LABAVN is a website where business owners and contractors can search and find business opportunities with the CITY. Refer to ATTACHMENT 5 – HOW TO REGISTER ON LABAVN for registration directions. StreetsLA will utilize LABAVN for Program outreach.

2. All Owner-Operators shall register the NAICS code 484220 to receive future information about the Program and other hauling business opportunities. Refer to ATTACHMENT 6 – HOW TO ADD NAICS CODE ON LABAVN PROFILE for NAICS code addition directions.
3. All Owner-Operators must own or have access to an electronic device or computer to communicate with Program staff and other related programs and contracting opportunities.

4. All Owner-Operators shall have a designated email account that will be used by the CITY and/or Program to communicate with Owner-Operators. The Owner-Operators must give their designated email address to the Program Coordinator.

5. All Owner-Operators **MAY** receive notifications about future renewal filing periods. All Owner-Operators are recommended to check for the renewal filing period dates and information on https://www.labavn.org and https://streetsla.lacity.org/truck.

6. StreetsLA reserves the right to communicate with all Owner-Operators via email regarding trucker’s status, requesting documents, etc.

7. All Owner-Operators were required to read the **MANDATORY** PowerPoint Presentation that was sent via email in lieu of attending the mandatory meeting. The PowerPoint document covered new guidelines and requirements for the Program.

8. All Owner-Operators may be required to sign their Offer of Work via electronic signature.

9. The Program has activated a designated email for the As Needed Haul Truck Program. Email: bss.contract@lacity.org. All Owner-Operators and/or Substitute Drivers may submit questions or inquiries to the designated Program email.

10. StreetsLA reserves the right to discontinue the use of maintaining a Waiting List at any time. It is anticipated that future Program opportunities will be managed through LABAVN. All interested drivers **MUST** be registered through LABAVN.

11. The Program will start giving annual performance evaluations for all Owner-Operators in the Program. If the annual performance evaluation is unsatisfactory then the CITY has the right to discontinue the Offer of Work with Owner-Operator and remove the Owner-Operator from the Program. If the annual performance evaluation is satisfactory then the CITY will continue the Offer of Work and allow the Owner-Operator an Offer of Work renewal.

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End of Document. See Signature Page
SIGNATURE PAGE

This Offer of Work supersedes any and all previously executed Offers of Work and Extensions of the Offer of Work and is in full force and effect **July 1, 2020 through June 30, 2021.**

IN WITNESS WHEREOF, Owner-Operator is REQUIRED to appear in person to sign the Offer of Work in the presence of the Program Coordinator and/or Designated Staff.

By: ___________________________ Date: ________________

Owner-Operator

By: ___________________________ Date: ________________

Program Coordinator (StreetsLA)

APPROVED AS TO FORM

MICHAEL N. FEUER, City Attorney

By: ___________________________ Date: ________________

Assistant City Attorney

By: ___________________________ Date: ________________

Board of Public Works
Attachment 1 –
10-Wheel Haul Rates
Attachment 2 –
12-Wheel Haul Rates
Attachment 3 –
Low-Side Haul Rates
Attachment 4 –
High-Side Haul Rates